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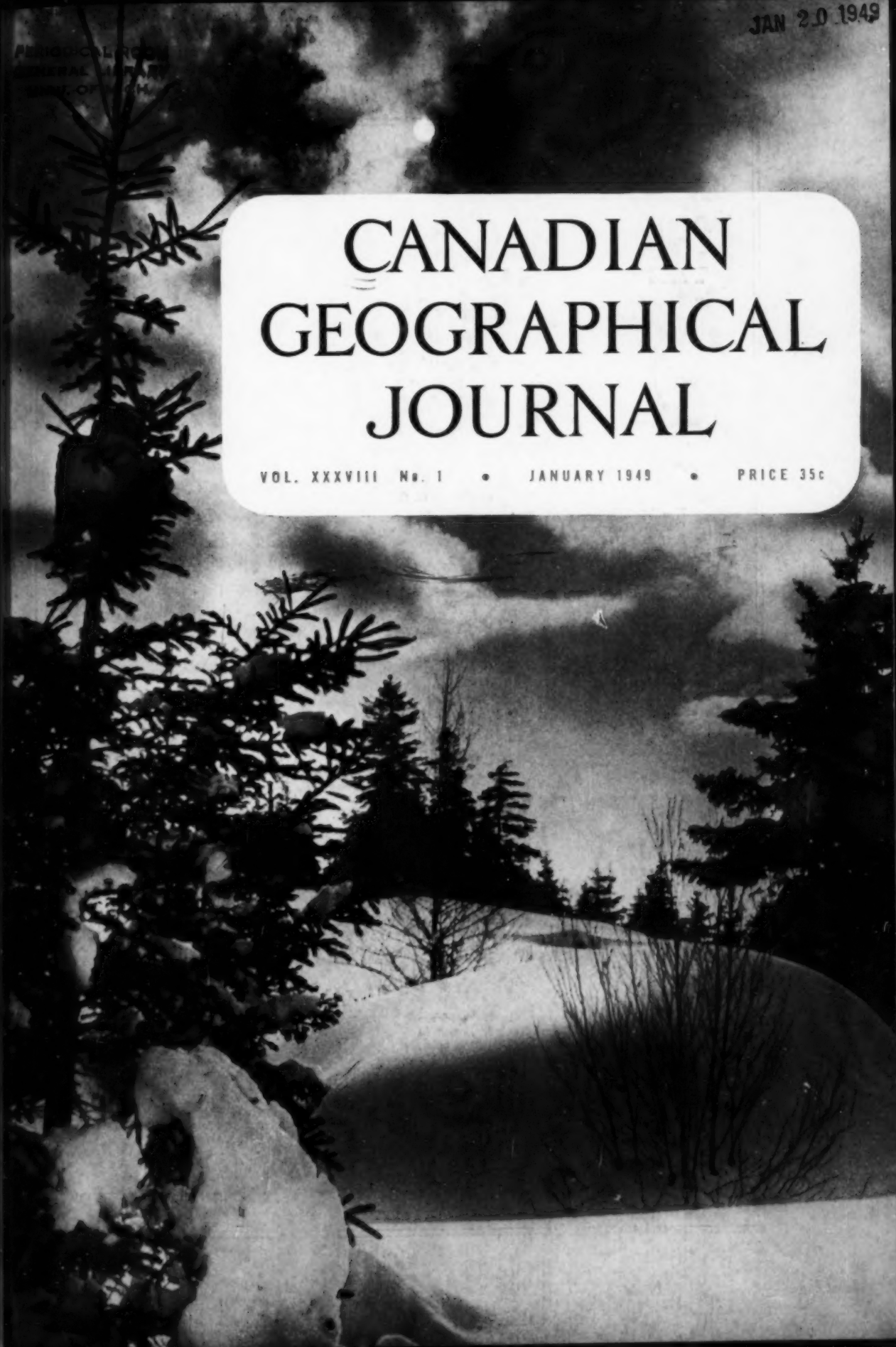
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# CANADIAN GEOGRAPHICAL JOURNAL

VOL. XXXVIII No. 1

JANUARY 1949

PRICE 35c





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OTTAWA, CANADA



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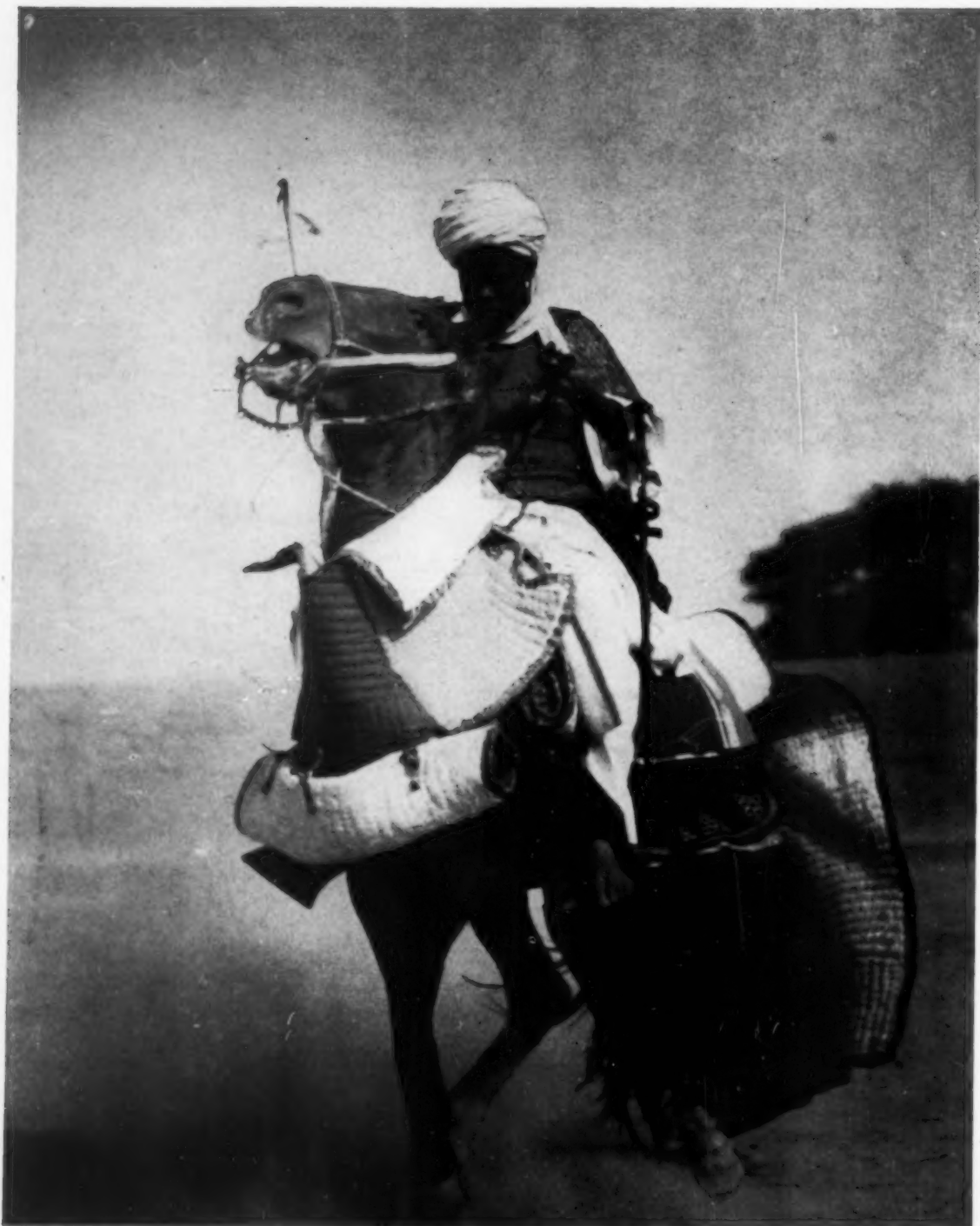
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The horse is protected by quilted armour.*



# CANADIAN GEOGRAPHICAL JOURNAL

Published monthly by  
THE CANADIAN GEOGRAPHICAL SOCIETY  
36 Elgin Street, Ottawa

Editor - GORDON M. DALLYN—Assistant Editor - MALVINA BOLUS

This magazine is dedicated to the interpretation, in authentic and popular form, with extensive illustrations, of geography in its widest sense, first of Canada, then of the rest of the British Commonwealth and other parts of the world in which Canada has special interest.

The articles in this Journal are indexed in the *Reader's Guide to Periodical Literature* and the *Canadian Periodical Index* which may be found in any public library.

The British standard of spelling is adopted substantially as used by the Dominion Government and taught in most Canadian schools, the precise authority being the Oxford Dictionary as edited in 1936.

Address all communications regarding change of address, non-delivery of Journal, etc., to the publication office, 1,000 St. Antoine St., Montreal, Canada, giving old and new address. On all new memberships, the expiry date will be printed on wrapper containing starting number. This will constitute a receipt for subscription.

Membership dues of The Canadian Geographical Society, which include postpaid delivery of the Journal, are \$4.00 per year in any country, payable at par in Ottawa.

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Photograph by Russ Millar

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## ***Hidden Lake***

*by* ALBERT POTVIN

**H**IDDEN LAKE! The very name is a call to adventure.

Nestled in a natural amphitheatre of limestone, this little lake reflects three high peaks at the north end of the Kananaskis Range in the Canadian Rockies. For countless ages its emerald surface has shimmered in the glare of the summer sun, a jewel encrusted

in the massive ridge. Often while the clouds roll through the valleys of the mountain area, Hidden Lake, aloft amidst the solitary heights, mirrors a radiant sky, a sky of such marvellous blue as can be seen only in the rarefied atmosphere of high altitudes. When the galaxy curves overhead and the moon paints its cold light on the wavelets danc-

*At top:—These beautiful falls are at the headwaters of Ribbon Creek; over this spillway Hidden Lake pours into the valley.*

ing across the lake, the heavy walls stencilled against the night wrap their folds in darkness and shadows crowd one another to frame the lake in soft, unearthly beauty.

Mountain goats and bighorn sheep walk the crags of the Kananaskis Range. Occasionally a hermit grizzly goes strolling through the labyrinth of boulders, hunting for marmots that hide under the debris of fallen rock. Eagles soar high above the water, tracing spirals in their timeless flight.

Although Hidden Lake is still not shown on the map of the region, its seclusion is invaded by a few hikers and sportsmen during the warm season. It is fed by melting snows that can be seen on the upper slopes well into the summer. Through a narrow opening in the limestone bed, so narrow that one can easily jump it, the lake pours into the valley far below. The placid waters, drawn irresistibly to the chute, are suddenly whipped into a foaming cataract. The waterfall takes the drop in three stages, pausing for a moment before each plunge.

Riding parties have made the twenty-odd-mile trip from Canmore, on the Calgary-Banff highway, to this mountain retreat, by way of a pass that leads to the Kananaskis Range. The best approach, however, is from the east, up the valley of Ribbon Creek, a stream that carries the flow from Hidden Lake into the Kananaskis River. You can drive to within five miles of the lake by car; the rest of the way must be covered on foot. Good hiking boots should be worn for this trek because you must be prepared to scamper over rock slides where the footing is unsteady and a slip could easily mean a sprained ankle.

From the start of the trip you are a prisoner of the mountains, advancing into a narrow defile between two ten-thousand-foot giants, Mount Bogart to the right, Mount Kidd to the left. Through the centuries the weather has used the crests of these mountains to carve its history; tall spires of stone and misshapen domes give them a profile as ornate as the silhouette of an oriental city. Dark crevices, gouged out of the mountain walls, appear like the claw

marks of some prehistoric monster. Many of these caves open on sheer cliffs and are accessible only to winged creatures. Your imagination populates the dark caverns with strange living things. The whole atmosphere of the deep-cleft Ribbon Creek valley seems charged with uneasiness, as if the mountains themselves were aware of your intrusion and were eyeing you in their own impassive way.

After following an old lumber trail that parallels the water course around the base of Mount Bogart, an immense rock projection comes into view, extending in relief from the flank of the mountain. On the precipitous face of this block over one hundred strata of rock formation can be counted. Like a citadel hewn from a rough mass, the unsailable tower dominates the whole west end of the valley.

Soon the cascade reveals itself through the trees, a chalk mark on the barrier far ahead. After another half hour of walking the falls are reached; here you will want to rest a while to admire the torrent of water racing down the mountain side. A large smooth stone, set like a podium below the falls, is bathed in mist. The air is cool with water vapour and the refreshing droplets make the skin of your face tingle. Small piles of charred wood show where other hikers have prepared their meal over a camp fire, away from the spray. No lovelier camping spot could be found. It is also the practical stop to ease your feet before attempting the rest of the journey.



*Looking into the Ribbon Creek valley from the rim of Hidden Lake.*



*Snow lingers on the slopes above Hidden Lake in August and may not disappear before the snowfall of another winter.*



*Like a citadel hand-hewn from the solid mass, this rock dominates the west end of Ribbon Creek valley.*

From this point the climb begins, up a steep grassy slope, the top of which is buried under a rock slide. The lighter coloured patches of strewn rock on which you are walking indicate fresh avalanches. Looking above, you notice with apprehension where the slabs became detached from the solid body to crash in a thousand fragments on the lower levels. A game trail leads to a narrow ledge which finally merges with the mountain wall, and here an unbroken cliff blocks your advance. This must be scaled before the gradual ascent towards the lake can be resumed.

If this is your first experience in mountain climbing your courage may falter when you consider the few precarious holds that the rock offers, although by the standards of the mountaineer this climb is not a particularly difficult feat. Hugging the stone of the palisade with your chin, cautiously anchoring your spiked shoes in little crannies, drawing yourself up by finger-holds, you suddenly realize that you have conquered the obstacle and are standing on a beautiful little plateau padded with soft moss. Myriads of blue forget-me-nots are scattered on the velvety green floor and one might fancy oneself in a Babylonian hanging garden transported to this mountain shelf.

If you now turn about to trace the course of your climb a scene of unmatched grandeur meets the eye. The full panorama of the Ribbon Creek valley stretches out below. Spruce and pine trees lose their identity in the lengthening perspective until they blend in a solid mat of verdure. The little stream strung loosely on the valley bottom makes a few curves, then disappears into the forest. Mount Kidd across the valley also seems to have shrunk, and this helps you to estimate the height to which you have climbed. A feeling of rare exhilaration overcomes you as you survey the valley from your high pedestal.

The lake is just above; a few hundred steps take you over the parapet to look directly into the crater. Immediately you are awed by the silence that reigns here; it is accentuated by the naked ramparts that push the horizon up another twenty-five hundred feet above the lake level. The roar of the waterfall has died behind you; only this long, intense silence, so overwhelming it seems to smother the sound of your boots scraping against the stone. Even the whistling of marmots and the clanking of falling rock chips breaking off the top ledges do not upset the aura of silence.

Since Hidden Lake is very near the timber line, where there is but a short growing



## HIDDEN LAKE

season, the vegetation is stunted but quite dense. Scrubby little conifers growing on the north side of the lake have tortuous, bristly limbs that form a thick protective armour around the boles. On the far side of the lake low knotted shrubs are clumped in an elfin forest, as impenetrable as a tropical jungle. Flowers, spread profusely in the clearings, sport their colours with wild abandon. The Indian paint brush, a plant whose flowers are brilliant crimson in the valleys and on the lower slopes of the Rockies, has elected to dress in white and mauve about the shores of Hidden Lake. Other flowers also display exotic colours, seemingly estranged from the parent species. The grass bordering the lake is short and wiry, making a rather uncomfortable cushion if you choose to rest on it. The flora of the high plateaux is generally characterized by this same rugged vitality.

The lake water is very cold, even when the sun-baked rock nearby is burning to the touch. It bubbles up through the sandy bottoms of little bays along the shore. There must be other springs further out towards the centre to supply the stream that goes over the falls for no surface inlets feed the lake. The water from the melting snow on the ridges seeps down into the porous ground to be forced up again through the lake bed.

While you watch the rippling, glassy surface a trout breaks through and a series of rings spread out from the spot. Before sundown, when flies and other insects skim over the water, these circles will burst out all over the lake, suggesting that unseen hands are pelting it from above. Rainbows, cut-

throats and bull-trout are all found here and the angler to whom this secret is confided is not loath to endure the discomforts of the trip to reach such waters. Even without this lure, however, one would not hesitate to make repeated trips to the lake, if only to recapture the wonder of the scenery.

If, on reaching Hidden Lake you thought for a moment you were treading the haunts of another planet, gradually the feeling of physical relationship with our world is re-established. The tomb-like silence, oppressive at first, becomes friendly and engaging; you recognize it as the gentle expression of solitude. And as you muse on thoughts born of stillness, the mountains in their mute voice reveal their story. Here on the pinnacle of the continent, buried eight months of the year under snow that piles up in drifts from twenty to thirty feet deep, where merciless gales swirling through each recess of the range paralyse every fibre of life, are the fountain-heads of the rivers that find their way to the far oceans, bringing fertility and prosperity to the open plains through which they course. For a few short weeks, caressed by temperate breezes, the mountains unbosom themselves. Released of its glacial bondage, the snow disappears in furious rivulets dashing down the escarpments, baring the slopes to the sun's rays. Soon the mountain sides and plateaux are covered with eager vegetation, the trails are opened to exploring steps, and those lonely places in the mountain lofts, flooded with summer warmth, send their welcome to the wanderers of the outdoors.

*Young fishermen  
pause for one last  
look before leaving  
Hidden Lake.*





# Halifax

1749 1949

by  
D.C. HARVEY





Courtesy Public Archives of Nova Scotia.

*View of Halifax from Dartmouth Cove; from Bouchette's The British Dominions in North America, London, 1832*

**F**EW CITIES in Canada can claim two centuries of recorded history; and none can claim such a magnificent natural harbour whose "liquid history", to borrow a phrase applied to the Thames by the late John Burns, preceded and enriched its recorded history, was enshrined in its original name, and lent wings to the imagination of all who have attempted to describe it.

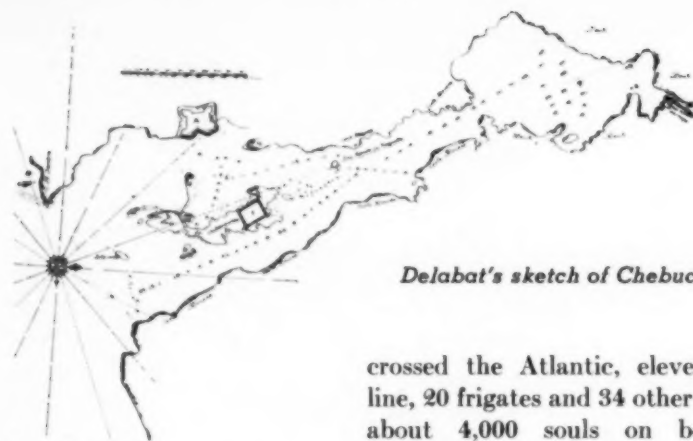
To the aborigines, this harbour was long known as *Chebucto*, which means the great long harbour. It has been known to written history since the days of Champlain, who visited it in 1607, and described it as "a very safe bay, seven or eight leagues in circumference". It has had something to do with the making of history since 1698, when the Sedentary Fishing Company of Acadia attempted to form an establishment on its

shores and brought over a missionary from the Penobscot, whose plan was to induce the Indians to congregate here for trade and settlement. Dièreville visited it in 1699 and found the remains of fish stages that had been erected by this company for drying their cod. He describes it in indifferent verse as follows:—

This Harbour is of great extent,  
And Nature has, herself, formed there  
A splendid Basin, and around about  
Green fir-trees, which afford the eye  
A pleasant prospect; at its edge  
A Building used for drying Cod;

To Delabat, military engineer in Acadia (1702-13) and pupil of Marshal Vauban, who thought that *Chebucto* meant "large estuary and bay of fire", it was deserving of another name\*: "for it is one of the best anchorages for all kinds of vessels that one

\*In the 1850's a futile attempt was made to have the name *Chebucto* restored to Halifax.



Courtesy P.A.N.S.

*Delabat's sketch of Chebucto Harbour, 1711*

could find. It can hold more than a thousand and they could anchor all the way from the beach B. [McNab's Island] right into the back of the basin." After recommending fortifications at various strategic points very similar to those later chosen by the English, he asserted that more than thirty mills could be built along the small river [Sackville], from which the Indians made their first portage towards Minas Basin and Port Royal.

It was by this well known Indian route that Governor de Brouillan went from Chebucto to Port Royal in June 1701. He too described the harbour as "one of the finest that nature could form", although to make it secure would cost rather dear "because its entrance is wide and very easy".

Chebucto Harbour and its potentialities, therefore, were known to the Indians and to French officials long before the British showed any interest in them. During the first half of the eighteenth century it was visited by individuals and families of fishermen; but the events which led to its occupation and fortification in 1749 were the conquest of Louisbourg by New Englanders in 1745, D'Anville's expedition with a view to its recapture in the following year, and the restoration of Louisbourg to the French in 1748.

D'Anville left La Rochelle in June, 1746, with the largest French fleet that had ever

crossed the Atlantic, eleven ships of the line, 20 frigates and 34 other vessels. He had about 4,000 souls on board including military and naval forces and crews, and large supplies of ammunition and provisions. Off Sable Island his fleet was battered and dispersed and part of it lost, and during September the remainder drifted into Chebucto Harbour at intervals to rest and recuperate. Here more than 1,100 died of scorbutic fever and dysentery. The admiral died of apoplexy, the vice-admiral committed suicide, and La Jonquière, the third in command, about the middle of October set out with the sad remnant of the fleet to recapture Annapolis Royal. Off Cape Sable he again encountered storms, and, giving up the expedition, returned to France. Altogether the expedition lost two-thirds of its men and of its ships and accomplished nothing that it had set out to do. But it terrorized the people of New England, called attention to the strength and importance of the harbour, and stimulated them to put continuous pressure upon the British government to fortify the harbour as an offset to the fortress of Louisbourg. Hence it came to pass that after the Peace of Aix La Chapelle, when Louisbourg was restored to France, the British government decided to accede to the wishes of New England and found an Imperial military and naval post on this harbour. It was founded on June 21, 1749, by the Hon. Edward Cornwallis, with disbanded soldiers, sailors, their wives, families and servants, essentially as an outpost of New England against the French of Nova Scotia, Cape Breton and Quebec; and from that date until the American War of

Independence, Halifax was as much a child of New England as of Old. Lumber and supplies came from Boston, and Boston merchants or their agents flocked here to look after their interests. Some of these same merchants, who traded in lumber and provisions and brought the materials for the building of St. Paul's Church and Mather's Church, also contracted for the job of removing the Acadians in 1755 and dispersing them amongst the New England colonies. From 1749, then, with Halifax as the new capital of Nova Scotia everything was decided and directed from here.

#### Liquid History of Halifax

Here the famous "cabbage planting" expedition of 1757 congregated against Louisbourg. For two months in that year some 15,000 officers and men were encamped on the peninsula. Lord Loudoun arrived here on June 30th with men and transports from New York, and Admiral Holburne arrived on July 9th with a fleet and transports from England. Here the men of both armies were encamped and grew vegetables while the officers debated the wisdom of attacking Louisbourg, which was reported to be defended by a stronger fleet and almost as strong a garrison. Finally, towards the end of August, the project was abandoned, Lord Loudoun returned to New York and Admiral Holburne, after twice reconnoitring Louisbourg, returned to England.

In the following year a larger fleet of 23 ships of the line, 18 frigates and over 100 transports, 157 vessels in all, assembled in this harbour under Admiral Boscawen and on May 28th sailed for Louisbourg. They were met by General Amherst at the mouth of the harbour and proceeded on their eventful voyage.

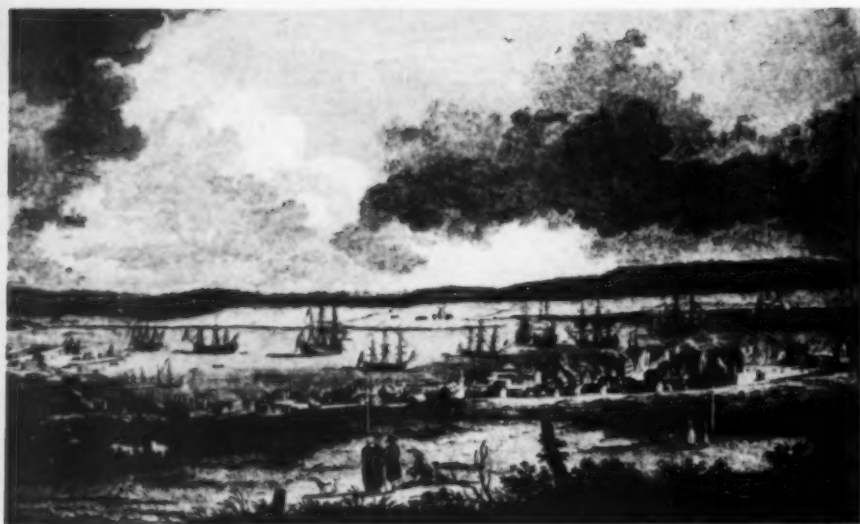
Again, the winter of 1759 saw preparations going on in this harbour for the attack on Quebec, and on May 1st Admiral Saunders and General Wolfe arrived here. From here, on May 3rd, Admiral Durell was despatched with eight ships of the line and some troops to make soundings on the St. Lawrence, and a few days later Admiral Saunders set out for Quebec with the remainder of his fleet.

Thus, for ten years, from 1749-59, it may be said that this harbour was alive with military and naval forces coming and going on major errands, or going through their manoeuvres on the Grand Parade and in the shadow of Citadel Hill. At the same time, the sutlers and traders were doing a thriving business catering to the military and the civilians, and the officers of government were busy both socially and officially. In this same period the press made a beginning with the *Halifax Gazette* of March 23rd, 1752, and on October 2nd, 1758, the first legislative assembly in Canada met, thus completing the constitution under the old

Halifax n 1750







*Short's view of Halifax town and harbour drawn in 1759*

Courtesy P.A.N.S.

royal government and setting in operation forces that were ultimately to transform Nova Scotia from a dependent military plantation to a self-governing dominion within the British Commonwealth.

In this same period the first privateer set out from Halifax, an incident that was prophetic of a profitable industry in the days of the American Revolution, the French Revolution, and the War of 1812, when this harbour was alive with shipping and this town was agog with the sale of prizes in the Vice-Admiralty Court and the profits that were made for all, official and civilian, by these by-products of wars that were no longer waged upon our soil but in the main across the Atlantic. Between 1777 and 1814, nearly 800 prizes were brought into Halifax harbour by privateers and ships of the navy, and in the three years 1778-81 alone 900 sea-going craft of all descriptions entered the port of Halifax from colonial ports, New York, the West Indies or the British Isles. This same period saw the feeble beginnings of the Nova Scotian trade with the West Indies, a trade which grew in volume and importance in the early 19th century and in time brought Nova Scotia into the domain of international affairs.

Into this harbour General Howe came with his fleet and transports from Boston in the spring of 1776; and from here he sailed away

to New York. From here General McLean set out against Machias and the Penobscot in 1779; and from here sailed the expedition against Castine in the spring of 1814. This was the last warlike expedition that left Nova Scotia against the United States.

So far I have spoken of liquid history in the sense of history that literally flowed with the tides in and out of the harbour. Naturally in time of war this was more impressive. From 1815 until 1914, with the exception of the Crimean War and the Indian Mutiny and the Boer War, there have been no wars in which Nova Scotians were specifically interested; but during those years, until 1905, this harbour was an imperial military and naval stronghold, and in that time many ships came in relieving the garrisons, and practically every regiment of the British Army lay in barracks here or were manoeuvred on the Grand Parade or the Common.

#### **One of the Great Harbours of the World**

In the meantime Nova Scotian built ships sailed in and out of the harbour. Here too the first steamers of the Cunard line, a line created by a citizen of Halifax, arrived from Liverpool en route to Boston; and other lines have made the harbour a port of call ever since. From all this it is clear that this harbour, which the Micmacs received from the hand of Nature and Champlain described as *safe harbour*, has figured in history



as one of the great harbours of the world, capable of sheltering and having sheltered some of the largest fleets that have crossed the Atlantic. In the two world wars of this century it has sent out some of the largest convoys that have ever left the shores of America.

But Halifax has been more than a haven of refuge from storm, or a port of call and departure for military, naval and mercantile expeditions. It has been a base of supply since 1749; has had a dockyard since 1757, which even then, according to Captain Knox, had "all the conveniences for the largest first-rate ship to heave down and careen"; has extended hospitality to many generations of officers and men who have visited or been stationed here; and has given many

distinguished sons to the Imperial Army and the Royal Navy.

Among the latter, born within sight of Halifax harbour, mention should be made of Sir Provo Wallis, who as second lieutenant brought the *Chesapeake* "the proudest naval trophy of the last American war" into the harbour of his native town, and rose to be Admiral of the Fleet; Admiral Sir George Westphal, the "Nova Scotian stripling", with whom "the blood that flowed from Nelson's death wound in the cockpit of the *Victory* mingled"; Admiral Philip Westphal, his brother; Admiral Sir Edward Belcher, grand-son of the first Chief Justice of Nova Scotia; and Vice-Admiral George Edward Watts, C.B., who preferred the wavering lure of the quarter-deck to the steady foot-prints of his father on the Grand Parade.

*Ships in Bedford Basin awaiting convoy, World War II.*



### **Influence of Harbour on Citizens**

These are only the outstanding names of those Haligonians who entered the Royal Navy before Confederation; but the list of those who served throughout the eighteenth and nineteenth centuries could be extended indefinitely if necessary to point the moral. Its significance lies in the fact that one and all owed their inspiration to the sights and sounds and historical associations of this great harbour, which can still inspire the youth of the twentieth century, as a list of the officers and ratings, whom it has supplied to the Canadian Navy and mercantile marine in two world wars, would prove conclusively.

### **Influence of Imperial Forces on Citizens**

The continued connection of the Imperial Forces with Halifax, until the beginning of the twentieth century, has coloured its entire history, despite the conflicting views as to the advantages and disadvantages of this connection. The economic advantages are obvious in the large sums of money, which were expended in the city for supplies, the materials used in barracks and fortifications, labour and transportation. Much of the pay and allowances of both the army and navy also found its way into the pockets of the citizens. But there were complaints of the large tax-free areas occupied by these forces; and it was frequently asserted that the ready-made market for commodities had indirect, if less obvious, disadvantages, in that it created habits of supine dependence on the part of the merchants, which unfitted them for the aggressive competition of later days, when these markets were no longer available.

Generally speaking, there was an average of two regiments of foot in garrison, together with detachments of artillery, engineers, ordnance, commissariat, pay and medical corps; and after 1819, when part of the dockyard establishment was moved to Bermuda, on an average a dozen ships of war, including the flagship of the North American and West Indian squadron, rode at anchor in the harbour each year from May to October. Furnishing supplies and accom-

modation to these in normal times kept the merchants busy; but there were times when the number of the forces exceeded the population of the town and the problem was acute. In 1749 the population was 3,000, with an equal number of troops. In 1757, after the Germans and Swiss had been removed to Lunenburg, the population was less than 2,500; and there were 15,000 troops encamped on the Peninsula. During the American Revolution, when General Howe's flotilla arrived, the civilian population was little more than 3,000; and during the War of 1812 it was less than 10,000, while at one period there were as many as 4,000 troops in garrison and the average number of warships in the harbour was more than doubled.

In those days, when the naval ratings were ashore and the soldiers were not on parade, the problem of order and security of property was a matter of no small concern to the citizens of Halifax as those who have lived through the recent wars can easily imagine. At that time almost the entire revenue of the Province came from wine and spirituous liquors; and it has been said that there was a licensed liquor shop for every hundred inhabitants. Rum flowed freely in all these shops and in the brothels at the foot of the Citadel. Even as late as the 1870's, when both the garrison and the naval squadron had been reduced considerably, the editor of the *Recorder* complained that the lowest dramshops and the most disreputable houses were found in the vicinity of the barracks and that there were streets which no man retaining his self-respect would enter at night, yet they were thronged with soldiers.

On the other hand, the officers of both services were gentlemen of private means and considerable leisure; and they made a marked contribution to the social life of the city, which moved around the official circle centred in Government House. It is to the army that Halifax owes its first theatre, many amateur theatrical performances and much martial music; and to the navy the early regattas, which led to the organization of the Halifax Yacht Club, the ancestor of the



Courtesy P.A.N.S.

*Government House from the southwest in 1819 from an etching by John Elliott Woolford*

present Royal Nova Scotia Yacht Squadron. The introduction of curling is also ascribed to a young naval officer, while that of hockey is credited to the army. Both co-operated in organizing the Turf Club and patronized many other sports according to their season; but the army was more prominent in winter sports since most of naval personnel wintered at Bermuda. The following verses from the Rifle Brigade's "Farewell to Halifax" in 1846 indicate how fully the army entered into the social life of the city and harbour.

Farewell your gay harbour o'erflowing with wealth,  
Adieu your green hills, ever teeming with health,  
When the gay tints of Summer around them have  
thrown  
A halo, the splendour so truly their own.

Farewell your Regattas, your Races and Balls,  
Adieu — your Hotels and Masonic Halls,  
Where the heart breathing music, our souls so entrance,  
That enraptured we join the quadrille and the dance.

Farewell to your Churches, your Chapels, and Bells,  
Where pious men pray and no bigotry dwells;

Where the sin-burdened wretch may lighten his load,  
And seek in contrition the house of his God.

Farewell to the Brewers, the Butchers, and Bakers,  
Adieu to these best of life's undertakers;  
Farewell to the Citizen, Soldier and Seamen,  
The Black and the White, the Bondsman and Freemen.

Regardless of any attempts that have been made to strike a balance between the advantages and disadvantages of being an Imperial outpost Haligonians have always rejoiced in their close association with the Imperial forces and members of the Royal Family. In his centennial oration Beamish Murdoch, himself a descendant of the first settlers, said:

Regiment after regiment has arrived among us and departed, during the century now closing. Fleets and armies have sojourned here. All this while a strong regard for the British soldier has steadily grown among us. A just esteem for his many virtues, his courage, his frankness, has been established. No less attachment has existed for the British sailor. With both services the intercourse of our inhabitants for the whole time has



been cordial, unbroken, uninterrupted . . . Here our fireside tales have been full of the sailor Prince and King, William Henry, his boyish, open-hearted gaiety, of the royal-minded Edward of Kent, the sovereign's father and Nova Scotia's friend — of his boundless munificence, his graceful condescension; and not far away lie the last lingering ruins of his summer palace, once bright with gaiety, beauty, chivalry and music.

#### Expansion During its First Century

Though the City of Halifax in 1849 differed considerably from the town that had been laid off a century earlier, the difference was one of degree rather than of kind and not so marked as the changes, which have taken place in the character and extent of the business and residential areas during the succeeding century. When Murdoch, in eulogizing the Founders, said: "Consider Halifax, her superb harbour, her beauteous basin, her lovely environs. Observe our city her loyal population, her buildings public and private. Mark well her bulwarks, her barracks, her ordnance, her dockyard, and the proud fortress that guards and crowns her height" he was emphasizing, unconsciously perhaps, the gifts of nature and of empire: for the harbour and basin had been there from the beginning of time, and the fortifications and dockyard had been projected at the founding of the Town and expanded by the Imperial government in accordance with the needs of the moment. The true measure of progress, therefore, was to be found in the increasing number of permanent inhabitants, of buildings public and private and of public utilities, as also in provision of cultural and social facilities, the opening of public parks and gardens and the growth of civic pride.

During the latter half of the eighteenth century broadly speaking, the number of inhabitants had fluctuated between 2,500 and 5,000, though in the earlier years it had dropped below the former figure and in the 1790's had risen above the latter, while merchant and mechanic alike were transients ready to migrate whenever a better opportunity offered; but with the turn of the century more of the inhabitants remained with their families, and their natural increase, supplemented by immigration, raised

the population to about 20,000 in 1849. This increase in population naturally led to an increase in the number of public and private buildings; but they were still located within the areas of the original town and the adjoining suburbs, and were built mainly of wood.

#### A Wooden City

It was not unnatural that a town established on a tree-covered peninsula should in the first instance be built of wood; but even some of the first settlers found it a novel experience, while later visitors to Halifax found it matter of surprise that the practice was still continued with satisfactory results. In 1800, Joshua Marsden wrote: "What at first furnished matter of surprise was to see the houses though built of wood, wear an elegant, clean and neat appearance". He noted, however, that Government House — incidentally the third and last in the history of the Province — was being built of free stone. He might also have mentioned the house of Secretary Bulkeley, for which part of the stone had been brought from Louisbourg after Pitt's sappers had razed the fortifications in 1760. In 1815, Bishop Plessis of Quebec "could not believe it possible that such noble houses as those in the upper part of the town, could be built of wood".

In 1830 Captain Moorsom commented on the "universal wooden house", though Haliburton in the previous year enumerated 1,580 public and private buildings in the old town and the north and south suburbs, of which 110 were built of stone or brick, and of these, 86 were private buildings.

Apparently many of the wooden buildings were painted the colour of stone, which gave them a sombre appearance and evoked considerable criticism from strangers as well as citizens. As a result of this criticism, which came to a head in 1841, when Halifax was incorporated as a city, and there was a mild manifestation of civic pride, the editor of the *Novascotian* wrote on September 9th, "The Town has been considerably improved in appearance, in many parts, this summer, by the cheerful colouring put on the houses



Courtesy P.A.N.S.

*Engraving by J. Clark showing Mather's Church, Province House and M. G. Black's house, Hollis Street, Halifax, in 1830*

The custom was to paint with what was called stone colour, or slate colour, of various shades. In a very short time, these hues became sombre and heavy, and appeared as if the design was to make as little difference as possible between the colour of the carriage way and that of the house fronts. Within the last few months, white, or white very slightly tinted by some warm colour, has been adopted, and the improvement is great compared with the means."

Twelve years later a friendly Scottish visitor, William Chambers, while commenting on the prevalence of wooden buildings wrote: "Yet though wooden, how neat, how beautiful! . . . no dingy brick with a canopy of smoke, as in London; no dull gray walls incrustured with the soot of centuries, as in the older parts of Edinburgh; but all smart, fresh, new and seen through an atmosphere as clear as crystal."

Chambers was writing of Halifax on a bright October day in 1853. Had he been writing ten years later, his description of the

older part of the city would have been different: for serious fires which occurred on Hollis and Prince Streets in 1857, on Granville in 1859, and on George and Prince in 1861, had changed the appearance of the business portion of Halifax, led to the more general use of brick and stone in the construction of new buildings, and to the opening of new residential areas; but apart from business blocks, churches and public buildings the majority of houses in Halifax continued to be built of wood throughout the nineteenth century. Even today though more private residences have been built of brick or stone than formerly, it is still true to say that predominantly they are constructed of wood.

Though the number of public and private buildings had increased rapidly between 1812 and 1849, these buildings were located for obvious reasons within or near the old town limits, with the exception of those that were built on the shores of the North West Arm by the more wealthy citizens, who could





afford to keep a coach for driving to business, or could enjoy their leisure in retirement on their estates. The average citizen, who had to depend upon shanks' mare for transportation, had to live near his work and his church, which also would naturally be built near the centre of population.

#### **The Original Town**

The original town, as laid off by Mr. Bruce, the engineer, and Mr. Morris, the

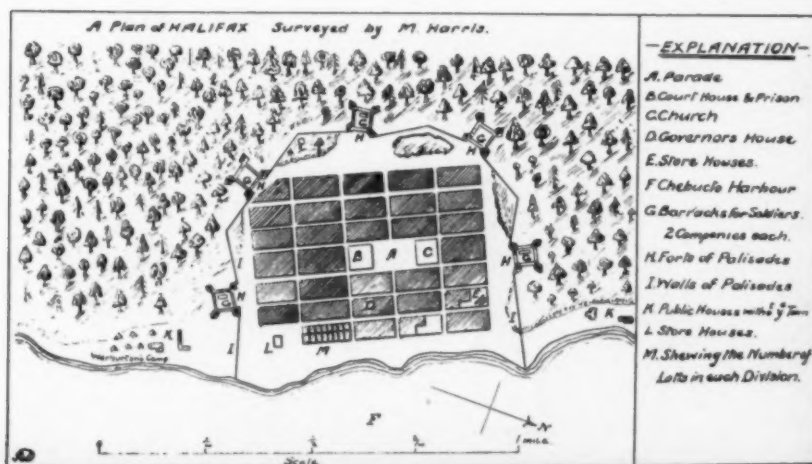
surveyor, lay between the harbour on the east and the foot of Citadel Hill on the west, and between Buckingham Street on the north and Salter Street on the south. The northern boundary was almost immediately extended to Jacob Street, and the whole area surrounded by a strong palisade of pickets, with log forts or blockhouses at suitable intervals for defence against the Indians. Most of the streets in the original plan were

*At  
of  
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At top:—An air view in 1948 of the original site of Halifax, which may be compared with the plan (right) drawn in 1749.

named after members of the contemporary British administration or the Royal Family: such were Bedford, Hollis, Granville, Argyle, Grafton, Albemarle, Prince and George Streets. Water and Barrack (now Brunswick) were exceptions for obvious reasons, while Salter, after Malachi Salter, and Jacob after Richard Jacobs, were named later for property owners at opposite ends of the town. The north and south suburbs were extensions of the town along the waterfront, but outside the pickets, and were known as Dutch Town and Irish Town respectively. A number of lots were laid out for fishermen between Freshwater Brook and Point Pleasant. After 1751 five acre lots were laid out over a large part of the peninsula, and were known as the north, south and middle divisions. The last was directly west of the Common, which comprised some 240 acres and in turn lay west of Citadel Hill to Robie Street, but extended northward to Cunard and southward to South Street, to use modern nomenclature. The Common of today is only a small part of the original allotment: for the larger southern area, chiefly in the second century of the city's history, was called upon to provide sites for the public gardens, a public cemetery, several hospitals and educational institutions, a cathedral and a number of private residences; but when Murdoch gave his centennial oration it was still largely in its natural state, and constituted part of the "lovely environs" of the city, where snipe-shooting could still be practised or a sham battle staged to the delight of the citizens. A map of the city in 1841 and assessment





rolls for the period show that at this time settlement had proceeded southward little beyond Morris Street and westward to Queen Street, although the section west of Queen Street between Morris and Spring Garden Road had been laid off and was soon to be occupied as far as the Common. Dutch Town, however, had expanded considerably, several new streets having been opened and settled; and in both the north and the west the number of farmhouses and more pretentious residences had increased.

Though the thickly settled area of the city had not expanded greatly during its first century some of the finest public buildings and private residences were built in that period and those which have survived are still a source of pride to Haligonians, as evidence of the faith of their forefathers in the great future of their city and province.

#### **Noteworthy Buildings**

In addition to Government House already noted and not forgetting venerable St. Paul's Church, the oldest surviving building in Halifax, mention should be made of Province House, which Bouchette in 1832 described as "the best-built and handsomest edifice in America"; St. George's Church and the Town Clock, both built on circular lines; St. Mary's Cathedral with its graceful spire; Dalhousie College, which adorned the north end of the Grand Parade for sixty years before it gave place to the present City Hall; the old Masonic Hall, which was the scene of so many social and political functions before Temperance Hall was built to meet Halifax's perennial need for an auditorium; the Halifax Hotel, which was built in 1840 to accommodate the influx of visitors who were expected on the establishment of Cunard's line of transatlantic steamers and continued to serve a long list of distinguished guests for more than a century; and the private residences of M. G. Black on Hollis Street, Chief Justice Blowers on Barrington, Collector



*Top to bottom:—St. Paul's Church, 1750; Old Dutch Church, 1756; St. George's Church, 1800*





*The Town Clock, built in 1803. Ferries can be seen plying between Halifax and Dartmouth.*

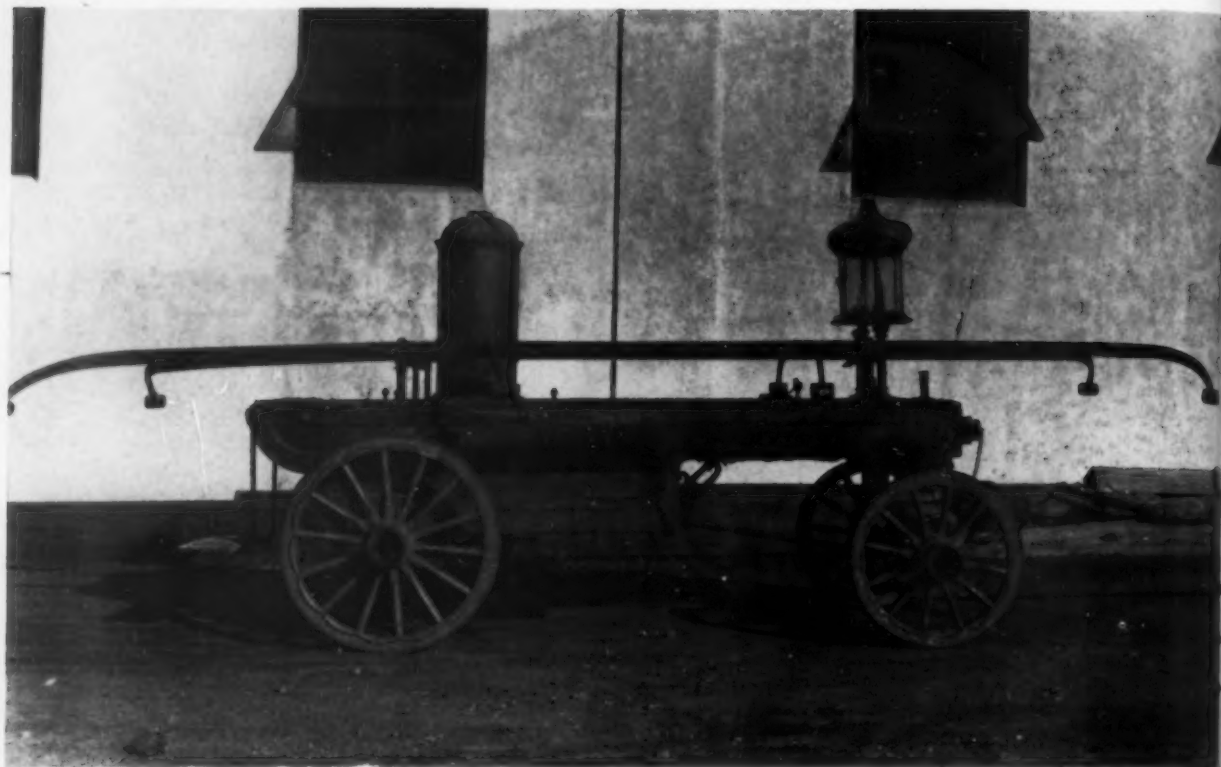


Jefferys on Pleasant, and Attorney-General Uniacke on Argyle.

From this brief list which could be greatly extended by the addition of churches and private residences, it is clear that as late as the 1840's the tendency of even the more wealthy citizens was to remain within or in close proximity to the older town limits, and that the example of Sir Alexander Croke and Hon. Enos Collins who had built up estates west and south of the Common was not followed until the second half of the nineteenth century.

During the present century both the old and the new estates, many of which had been formed by the consolidation of the old five-acre lots have been broken up into household or institutional lots as population has increased and spread over the peninsula.

*St. Mary's Cathedral, 1820's, and St. Matthew's Church, 1858-9*



Courtesy of Fire Chief F. C. MacGillivray

*Fire engine of 150 years ago quartered at the old Queen Street station*

#### **Mode of Lighting**

Though in the earlier days of its history intermittent efforts had been made to light the town at night by oil lamps on some of the principal street corners, it is true to say that Halifax was under voluntary black out, apart from moonlight or the lamps of individual citizens, for almost the entire first century of its existence. However, in 1840, the Halifax Gas Light and Water Company was incorporated and, having secured an amendment to its Charter in the following year which permitted it to operate on a smaller capital, it proceeded to obtain the necessary apparatus and by 1843 was able to light a number of the business premises in the centre of the city. Great interest was shown in the first trial of the new system by the citizens, and it was fully reported in the press. On January 12th, the *Morning Post* thought that the "flare up" in our principal streets heralded the dawn of a new era. "Nothing was talked of yesterday but gas and soon after dusk crowds collected round in front of the stores fitted up with gas pipes 'to see the show'. The trial was completely

satisfactory . . . Among the stores the arrangement of lights in that of Mr. Chas. Robson, No. 1 Granville struck us as being in excellent taste. The ground glass shades threw a soft and agreeable light — neither too much nor too little. Several stores in the same street were brilliantly illuminated: while throngs of citizens (and laughing damsels too) viewed the novel scene with admiration and delight."

In 1844 the Company obtained an amendment to its charter, restricting its efforts to gas and changing its name to the Halifax Gas Light Company; but during the first years of its existence it had to be content with private contracts. In 1847 the Directors reported that they had set up 73 street lights but from the irregular and precarious way in which they were supported the number was not likely to increase. However, in response to civic pride, temporarily evoked by the centennial celebration and the achievement of responsible government, a more liberal and progressive City Council undertook to make more adequate and regular provision for lighting the streets of the



city. On November 1, 1849, eighty gas lamps were lighted throughout the central part of the city and provision was made for regular maintenance of this service; but twenty years were to elapse before any attempt was made to light the suburbs and the common, and even then oil lamps were used because they were cheaper. By 1885 the number of gas and oil lamps had increased to 342 and 119 respectively; but as a number of mercantile establishments were using electricity, and several new illuminating companies were prepared to supply it, the public began to demand electric lights for the streets also.

In 1886, therefore, a number of gas lamps were replaced by electric lights; and four years later the entire system was changed. By 1890, Halifax claimed to be the first city in America to be wholly lighted by electricity and one of the best lighted. In the early years of the present century the Halifax Gas Company and its later competitors were merged or consolidated in the Nova Scotia Light and Power Company Limited.

#### **Water Supply**

For the first century of its existence the citizens of Halifax had to rely upon public and private wells for water for domestic uses and on public wells and sea water for fire protection. In 1817, permissive legislation had been obtained for incorporation of a Halifax Water Company provided it took action within three years; but nothing was done until 1844, when a new Halifax Water Company was incorporated and ultimately laid the basis of the present water system. This Company first brought water into the city for a private firm on September 29, 1848. In October, 1849, it entered into a contract with the city to supply eighteen hydrants and twenty-five fire plugs at an annual rental of £400; but, as its main source of revenue was derived from private sources and most of the citizens were still congregated within the limits of the old town, no provision was made for supplying the suburbs nor any attempt made to force water to the higher levels.

Though Haligonians in the suburbs and on the higher levels might have been content to

obtain their supply of water indefinitely from wells, it is obvious that the comparatively low pressure gave very inadequate protection from the ravages of fire to an essentially wooden city, which still relied upon a fire-fighting apparatus of the simplest kind, consisting of water-buckets, ladders, axes, saws, and hand-engines wielded by voluntary clubs, such as the Union, Hand in Hand, Sun, Phoenix, and Heart in Hand, in co-operation with military and naval forces, under the direction of firewardens. Prior to 1849 a supply of water for fighting fire had been obtained from the harbour, when the fire was near the waterfront, or from wells and pumps scattered about the town. The volunteers formed a line from a well or pond or the shore to the burning building and passed the buckets from hand to hand to the engine men or others, who emptied and returned them by a similar line of men to the water-supply. The latter was of fundamental importance and much was hoped from the contract of 1849; but disappointment over the widespread losses in the disastrous fires of 1857 and 1859 led to the appointment of a special committee of the City Council to consider the condition of the fire department and the best means of obtaining an additional supply of water for fire purposes. It was the report of this committee which led to the purchase of the Company's system in 1861 and the gradual improvement of both the water supply and fire-fighting equipment. At first the system was managed by three salaried commissioners but in 1872 it was placed under a committee of the City Council and managed by a city engineer. In 1945 it was placed under control of the Public Service Commission.

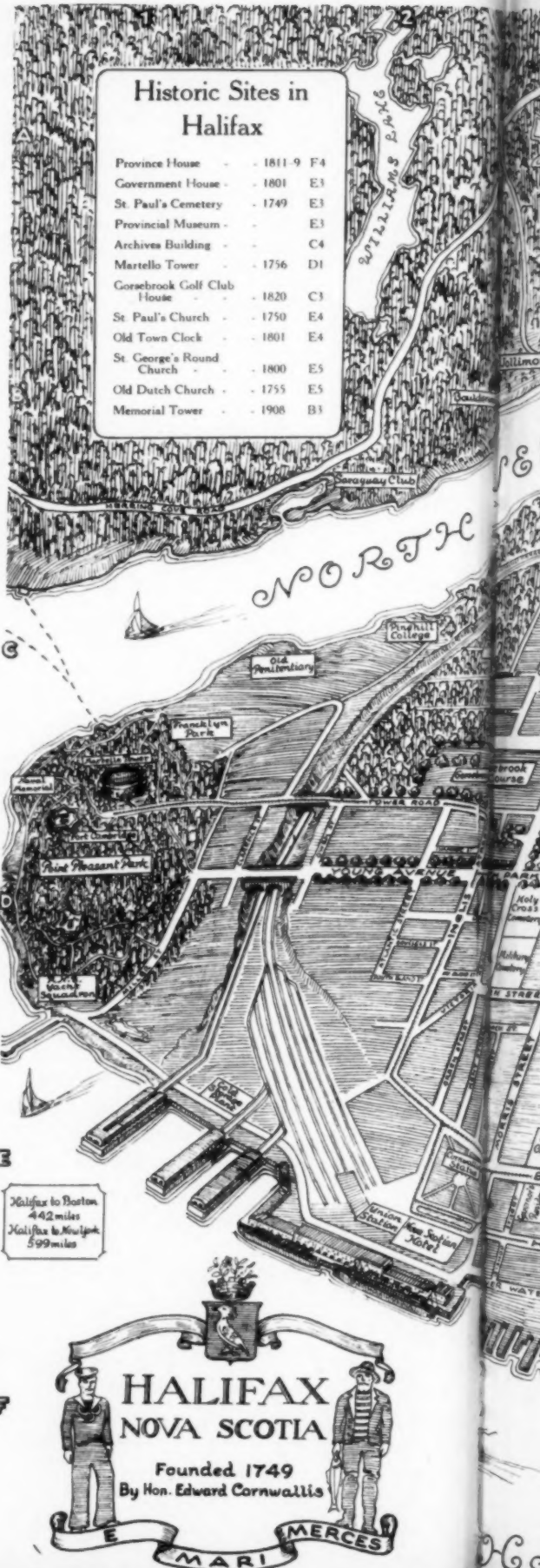
#### **Fire Fighting Apparatus**

Though the City Council, in acting on the report of 1859, had assumed control of the water system and proceeded to improve the fire-fighting equipment by the purchase of steam engines, additional hose, ladders, etc., it still clung to the venerable system of voluntary fire companies. In his centennial oration Murdoch had praised highly "the vigilance, the activity, the courage and the

discipline" of members of the fire companies. "By day or night, when danger calls you out, your calm, resolute and unflinching efforts to subdue conflagration, to rescue property and life, are familiar to us all." In the annual report of the city for 1884-5, it is stated that "Halifax is old fashioned enough to prefer her extremely effective Fire Department, composed of Volunteers, to a paid department as now exists in most other cities. So long as such splendid bodies of men as those forming the Union Engine Company, Union Protection Company and the Union Axe and Ladder Company are ready and willing at a moment's notice to combat the devouring element, the citizens of Halifax should feel profoundly grateful to these faithful and brave men for their self-denying and arduous services for the common good." However, the expansion of the city, the multiplication and improvement of fire-fighting equipment made the need of full-time fully trained firemen imperative; but it was not until 1918 that the old system finally gave place to the new.

#### Streets and Sidewalks

The condition of the streets and the lack or inadequacy of the sidewalks were subjects of severe comment not only in the days before Macadam but throughout the nineteenth century. Although as early as July, 1750, the settlers had been ordered to clear the streets in front of their respective lots to the centre, according to Akins, most of the streets were in a very rough condition as late as 1780, while some of the least frequented of them "were impassable for carriages, from stumps of trees and rocks." Of their condition a generation later he says, "Those in the least frequented parts of the town had been so much neglected that in many places they were impassable from the accumulation of rubbish and the broken condition of the wooden platforms or bridges at the gutters and crossings." At this time only part of Water Street, from the Ordnance Yard to the foot of Prince Street, had been paved with round stones. It was not until the early 1820's that the macadamizing system was introduced and attempts made







to level the streets and fill up the hollows; and the late 1820's that attempts were made to remove obstructions from the "side-paths", and to encourage the construction of sidewalks.

One of the difficulties encountered in levelling the sidepaths of the old town and suburbs (1829-30) was the irregularity of the abutment of the houses on the streets. "Many of the old houses stood on banks with cellar doors projecting onto what was supposed to be part of the street. Others again were approached by flights of steps", which had to be removed in order to straighten the footpaths. Moreover, on the sides of several of the streets were irregular rows of poplars or willows, which also had to be sacrificed to the same end, much to the disgust of Akins, who has castigated the Commissioners of streets at that date rather severely for their ruthlessness and lack of taste, in thus denuding Halifax of its shady walks; though it is difficult to see at this distance how these trees, especially the willows, could have been retained in the business areas of Halifax.

When Halifax was incorporated as a city in 1841, immediate improvement was expected; but in August, 1842, the editor of the *Novascotian* writes, "Many of the streets are extremely filthy. Are there no scavengers in the employ of the City? Another question: Do citizens residing in Lockman Street, [now part of Barrington] between Leizer's and the residence of Deputy Commissioner Greene, pay taxes? We should think not — or a little attention would be given to that part. We merely throw out a hint for those who have bad eyes — and don't travel much from their own doors." Even as late as 1873, a citizen in the *Recorder* complains of grocers and butchers throwing refuse and offal in the gutters or on the sidewalks, and of shopkeepers obstructing the sidewalks with barrels, thereby forcing the pedestrians into the streets.

The official reports of the city in the 1880's show that there were many miles of brick or stone sidewalks in the business districts with paving stones at the intersections to enable the pedestrians to cross the unpaved streets; but that the sidewalks







in the suburbs were chiefly earth coated with gravel or ashes. Earlier experiments with wooden sidewalks had been abandoned, because the wood rotted quickly and stone or brick could be laid as cheaply as wood; but the bricks and stones were often loose and always rough; and the gravelled or ash-covered walks were seldom even and always dirty, while the grassy margins and drainless gutters were natural receptacles for refuse. Obviously the hard surfaced streets and concrete sidewalks of today are improvements for which Haligonians of the present century can take full credit.

#### **Public Gardens and Parks**

Though Akins states that public gardens were much in fashion between 1753 and 1780, he mentions only Adlam's, near the Artillery Park, and the Governor's Garden,

west of St. Paul's cemetery, in support of this statement — Gerrish's in the north suburbs and Grant's in the south being described as private gardens. Apparently all these had ceased to exist during the next half-century, for on August 25, 1836, Howe boldly asserted in commending the formation of the Horticultural Society, "We are utterly destitute of any public gardens, and can boast of few private ones that deserve any higher commendation than that of decent kitchen gardens. We have no nurseries of fruit trees, no seedsmen, no person to furnish us with good scions or stocks for grafting, and are without any supply of either the useful or ornamental plants for furnishing our fruiteries or ornamental grounds." In reply to a critic of his statement he listed only seven widely scattered owners



Courtesy P.A.N.S.

*Gates at the entrance of Point Pleasant Park*

of private gardens: John Young, Hon. E. Collins, Major Bazalgette, Hon. Joseph Allison, G. N. Russel and T. & L. Piers. Three years later, when rejoicing in the recovery of Halifax from the serious depression of 1834, he made the following observation on the improvement of its environs. "The good example set by the late John Young, Esq. at one extremity of the Peninsula and which has been followed by the Hon. Enos Collins, with an expenditure so liberal at the other, has given a stimulus to the owners of property near the town; and the formation of Horticultural and Agricultural societies is introducing more of taste and science into the cultivation of their grounds." There was still no sign of a public garden or he would have been delighted to mention it; and as it happened three more decades were to pass before Haligonians developed the beautiful Public Gardens of which they are so justifiably proud today.

In the meantime the Horticultural Society which had leased part of the Common north of Spring Garden Road had demonstrated what could be done by private initiative, admitting the public for a small fee; nurseries had sprung up in the north suburbs; and Andrew Downs had made a home for

both flora and fauna in his zoological gardens on the Dutch Village Road; while the number of estates on the North West Arm had gradually increased. Spurred on by these examples, the City Council planted the fine rows of elms on South Park Street from the Holy Cross Cemetery to Sackville Street in 1856, and made a small beginning with cleaning up the Common adjoining Camp Hill Cemetery, though in the latter area they had to contend with considerable vandalism. Finally, between 1867 and 1874, the City Council energetically improved that part of the Common lying between the Horticultural Gardens and Sackville Street; and in 1874 they purchased the Horticultural Gardens and, by adding these to their new development, gave to Halifax what was described at the time as "one of the finest Public Gardens on the continent." Improvements made in the Gardens since, through private gifts and public funds, have done much to justify that claim today. Moreover, the stimulus to civic pride which the possession of these gardens gave to the public led to a demand for the improvement of their immediate environs. The first fruits of this demand were the closing of the pit on Camp

Hill and the removal of the city dump elsewhere.

In the meantime the City had obtained the use of Point Pleasant Park for the recreation of its citizens. Point Pleasant just missed being the site of the City of Halifax, as Cornwallis had actually commenced to clear land there for the town but later decided that the tides at the point would be disastrous to shipping. Before being taken over by the Crown it had been granted to Lieut.-Governor Fanning, who built a house upon the grounds and resided there, until he went to Charlottetown as lieutenant-governor of Prince Edward Island. The Park area was taken over by the British government in 1798; and, apart from the military defences erected there, remained in its natural state until it was leased as a Park by the city in the 1870's, and laid off by Major-General H. W. Montague, C.B., Royal Engineers. For his services in superintending this work he was presented with a silver cup by the citizens of Halifax on February 22, 1875. The gates at the entrance to the Park from Young Avenue were presented by Sir William Young, after whom Young Avenue was named.

As this avenue led from Inglis Street to the "Golden Gates", the main entrance to the Park, the City Council was comparatively lavish in its expenditure upon it, and in 1896 obtained legislation making it a restricted residential area. Though at first this action of the City Council evoked severe criticism from residents in less favoured sections of the city, in due time all Haligonians learned to appreciate its wisdom and to find pleasure in both the well-planned park and its well-kept approach. Among the many attractions which this magnificent sea-girt park has to offer are the remains of several historic forts and batteries and a Martello tower, the sole survivor of five round towers that were erected on the shores of the harbour during and after the Napoleonic Wars.

In the 1880's the two small parks, Grafton and Victoria, were opened to the citizens of Halifax. The former was laid out on the site of the old poorhouse burial ground, west of Grafton Street on Spring Garden Road, after the new poorhouse had been built on the South Common; and the latter on a detached portion of the Common bounded by Morris and South Park Streets, Spring Garden and Tower Roads.

*Martello Tower, built in 1796, in Point Pleasant Park*

Courtesy P.A.N.S.





### New Use of the South Common

That part of the South Common, on which the new poorhouse was erected, had remained vacant until 1859, when the first of the hospital buildings was erected upon it. This Provincial and City Hospital, later to be known as the Victoria General, was followed by the City Home in 1869, and the School for the Blind in 1871. Since then almost the entire block between South Street and Morris, South Park Street and Robie has been covered by such institutions, culminating in the new provincial hospital opened in the summer of 1948.

Though not foreseen by the City Council, which was concerned with the immediate problem of finding sites for such public institutions, this close association of so many different hospitals has given to Halifax unique facilities for medical education; for, in 1887, Dalhousie University obtained the western half of the block immediately north

of Morris Street and, since its expansion westward to Studley Campus, has decided to leave the original building and the new buildings erected on that site in the present century entirely to the Medical and Dental faculties.

In this respect, therefore, the progress made by Halifax in its second century has been marked: for in 1849 the only hospital facilities were those afforded by the old poorhouse on Spring Garden Road, which had to serve both the sick and the poor; while Dalhousie College, which had been founded with high hopes, had fallen upon evil days, through official rivalry or ineptitude, and was struggling to maintain an existence as a mere high school.

Marked as this progress has been, its significance is greater still: for the utilization of the wasteland of the Commons for social and educational institutions indicates a complete change in the outlook of the provincial and civic authorities, who, prior to the achievement of responsible government, had been concerned chiefly with the comfort and social welfare of their own exclusive circle but, after its achievement and the amendment of the first undemocratic city charter, had to respond to public opinion in its demands that recreational and cultural facilities be available to all. Incidentally, the location of these gardens, parks and institutions outside the limits of the old Town and suburbs encouraged the development of new residential areas around them; and the steady expansion of these areas, as population increased, has brought the Commons as a whole almost to the centre of the modern city, whereas to Murdoch in 1849 it was but part of "her lovely environs."

### Haligonians at Play

The contrast of Haligonians at play in the periods before and after 1849 is also marked. Most of the present-day sports had been introduced in the first half of the nineteenth century; but, as working hours were long and holidays for the wage-earner were few, a



*The dome of the Dominion Public Building*





*Air view of Halifax showing the Citadel and the remainder of the Common to be almost in the centre of the city.*

much smaller proportion of the population were able to indulge in them and they irregularly. Quoits, baseball, cricket, rowing, sailing, horse-racing, coasting, sleighing, skating, hockey in a primitive form, and curling are all mentioned by visitors or the local newspapers; but there is no mention of football, tennis or golf, and little to indicate that organizations existed for the regular pursuit of any of these sports. In fact it was not until the last quarter of the nineteenth century that most of the athletic clubs were formed and sports thoroughly organized.

#### **Winter Sports**

As all winter sports had to depend upon the weather and nature's provision of snow and ice, until 1863 when the first rink was opened in Halifax, it is obvious that no

regular hockey matches could have been arranged in the earlier period, although many impromptu contests were staged in the 1840's; and fancy skating was carried to such a degree of perfection as to elicit the admiration of a writer in the *Boston Evening Gazette*. In November, 1859, under "Winter Sports in Nova Scotia", he wrote, "There are some excellent skaters in the Provinces, particularly in Halifax. I have seen young men who could cut their name in German text, or write the Lord's Prayer with skates on the ice easier than most skaters could cut the 'outside edge'." He then goes on to say that fancy skating is not so much practiced in Nova Scotia now as formerly and more attention is paid to games on ice, among which he mentions and describes at

length an early game of hockey, played by pushing a ball with hurleys between two stones frozen to the ice at either end of the pond.

Though this account was written in 1859, the reference to fancy skating indicates that it was much practised at an earlier period; and from other accounts we know that hurley was a favorite game of the 1840's. An old Dalhousian describing the sports of 1838-43, wrote, "Baseball came in with the mayflowers and did not last much longer. It was only played in spring, but in winter the common and almost only game was then called hurly, but now known as hockey. It was played either on foot on land, or on skates on ice."

Curling too, though introduced as early as 1824, was not taken up enthusiastically by the citizens, as distinct from the officers of the garrison, until the 1870's, when they built their first rink on Tower Road.

Sleighting was a form of amusement common to all classes, until it was killed in the present century by the introduction of motor vehicles and the consequent removal of snow from the streets and highways. In the second quarter of the nineteenth century the officers of the garrison and the more wealthy members of the official circle organized the famous Tandem Club of those who could afford a double team of horses. When the sleighting was good they met two or three times a week in front of Dalhousie College on the Grand Parade; and, after driving about the city for a short time they went out the Bedford Road to Nine Mile House for dinner. This club continued to meet for at least half a century.

#### Summer Sports and Amusements

The pioneer summer games were quoits and baseball which could be organized anywhere at a moment's notice; and are generally mentioned in the contemporary newspapers only as subsidiary to the annual festivals or picnics of the fraternal societies, fire companies, or The Halifax Chowder and Hodge Podge Society. The latter seems to have been the earliest social and athletic society to have been formed in Halifax, and

met in the grove on the Governor's north farm throughout the first half of the nineteenth century. The following description of a meeting in 1836 will show that the Studley Quoit Club, which has been in continuous existence since 1858, has but continued the proud tradition of its worthy predecessor, though its membership has been composed chiefly of professional and business men and its list of guests has included generals and governors-general, admirals and princes.

"About 60 persons — embracing many of the solid timbers of society — those who by their strength, industry and economy — help to sustain the edifice; who live by the sweat of their brows, and drive no carriages at the public expense; assembled at 2 o'clock. The ceremonies were commenced by an excellent lunch of Ham, Veal, Lamb, and other substantial — after which the company formed into parties for Quoits, Base, and other athletic exercises. About four the chowder was served — when we doubt if a bivouac of the Texan Army, or Robin Hood and his men ever presented a more picturesque and sylvan variety. After dinner the health of the worthy Father of the Institution, who has been a member for 34 years, and who wears two medals for the kind of solicitude with which he presides over the mysteries of the cauldron, was drank with nine times nine. The health of the Guests was also given and suitably acknowledged, after which the games were resumed, and kept up with spirit and vivacity until the approach of evening."

Curiously enough, cricket found little favour with the citizens of Halifax during its first century. The first attempt to organize a club was made in 1842. In commenting on an attempt to reorganize the club in the following year, the *Recorder* said: "We in common with many others, have often regretted the want of practice in those manly and athletic sports which are so much practised in Old England but which appear to be little cared for in this province."

It was not until 1859 that the Halifax Cricket Club was incorporated, and not



Courtesy P.A.N.S.

*Meeting of the Tandem Club in front of old Dalhousie College. This building has been replaced by the City Hall.*

until the last quarter of the century that much enthusiasm was shown for this essentially English game. On the withdrawal of the Imperial forces in 1905, interest in the game again declined.

Though Haligonians devoted little time to athletic exercises in the first half of the nineteenth century, most of them found time and a place for an annual picnic at Prince's Lodge, McNab's Island, or elsewhere, in one or other of the fraternal societies, temperance societies, or fire companies; and all enjoyed the Yankee circus, which seems to have made annual visits from 1830 onwards. Though the circus of Rockwell and Stone in the 1840's could not compare for a moment with that of P. T. Barnum in 1876, it was equally well received and left more pleasant memories behind it.

On August 19, 1844, *The Novascotian* reported: "This corps of performers have been patronized by overflowing audiences, day and night, since Monday, and when the extraordinary character of the exhibition is taken into consideration, it is scarcely to be wondered that multitudes have crowded to it." In the following summer, the *Morning*

*Chronicle* was even warmer in its eulogy: "Travelling with the sun and keeping company with the hours, they move from state to state like conquerors. Unlike conquerors, however, their track is marked by smiles rather than tears. No hamlet is terrified at their approach. No widow weeps as their cavalry retire from a town, but all the men and women go more cheerfully to work, surrounded by crude essays at ground and lofty tumbling, and faint murmurings of Lucy Neal."

Next to the circus, the two most exciting events for the citizens of Halifax in the second quarter of the nineteenth century were the horse races held on the Common by the Turf Club and the Regattas fostered by the navy: although the general public could not share in the activities of the former except as spectators, whereas the latter encouraged the active participation of all who could handle an oar or hoist a sail.

The Halifax Turf Club was a rather exclusive club organized by a number of military and civil gentlemen headed by the Administrator of the government early in May 1825. After a certain date all future members were to be elected by ballot. It



held its first race on August 31st, followed by a ball in the Masonic Hall on the same evening. At first the Club was content with the prizes, purses or cups furnished by its own members; but in 1840 the Lieutenant Governor transmitted and recommended to the Colonial Secretary a memorial from the Club praying that Royal Patronage be conferred upon the races of Nova Scotia; and received the rather equivocal reply that "Her Majesty has been graciously pleased to direct that the sum of 50 guineas be annually applied to this object out of the unappropriated balance of the Casual and Territorial Revenue." Though this reply seemed to grant what had been requested, it is doubtful if the Royal Purse was ever offered: for the Casual and Territorial Revenue was seldom equal to the demands upon it and, at the moment, was falling in arrears for official salaries including that of the Lieutenant Governor himself. In any event, whether due to this rebuff or overshadowed by the

political contests of the period, the races of the next few years evoked little interest, and after 1845, when the cup was taken without a contest and the number of spectators was less than half the usual number, they were discontinued. When revived in the second half of the nineteenth century, they were held under other auspices, though it was generally admitted that the Halifax Turf Club had done much to improve the breed of horses in the city.

The first Regatta in Halifax harbour was held in July, 1826, under the auspices of Admiral Lake, and offered prizes in several classes of sailing and rowing matches, one of the former being exclusively for fishermen. According to a contemporary account "the sailing matches did not seem to excite nearly as much interest as the competition of the row boats." During the depression of the early 1830's no regattas were held; but they were revived in 1836, and warmly supported by the editor of the *Novascotian*, who con-

*Club house of the Royal Nova Scotia Yacht Squadron*





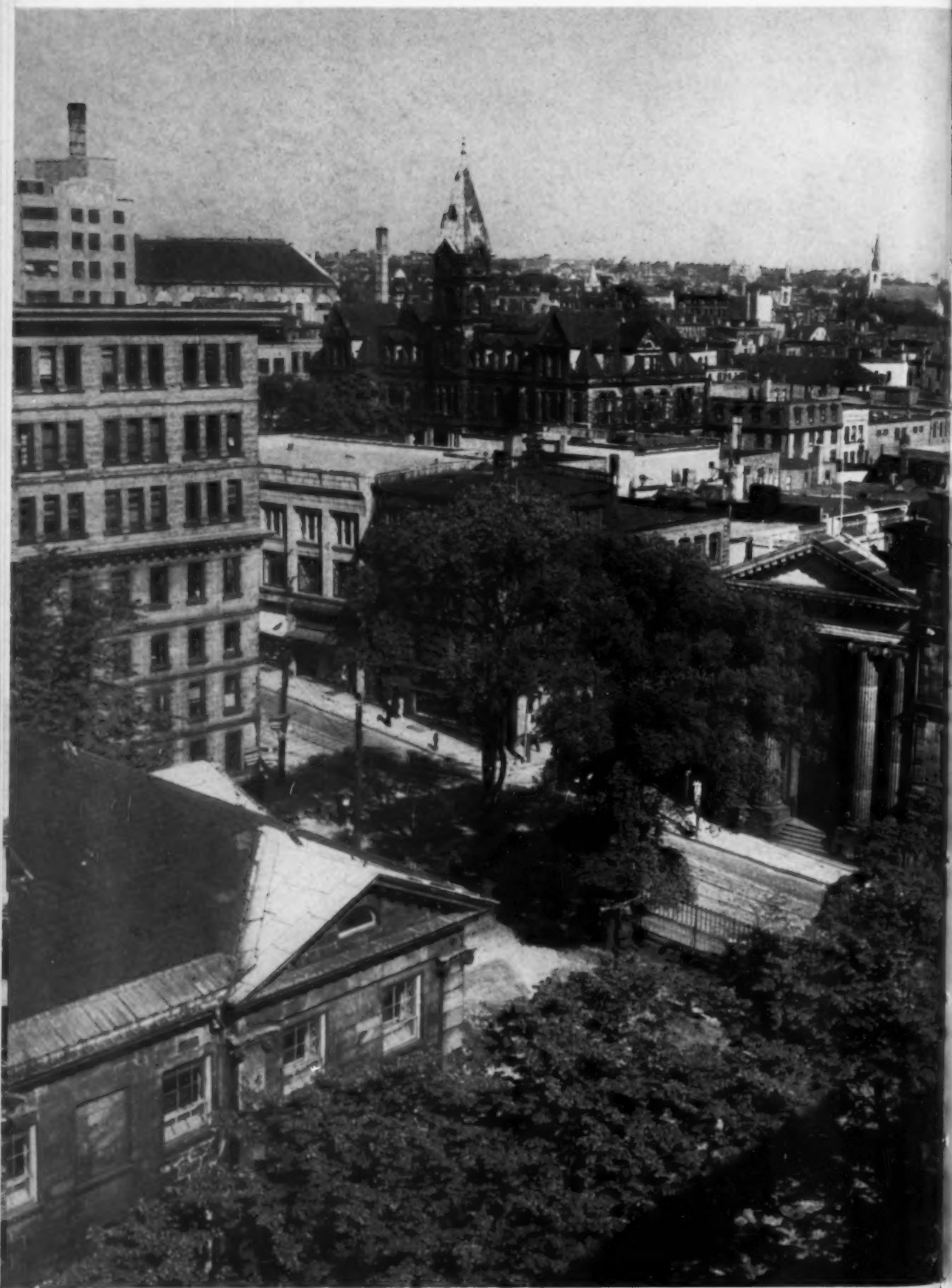


*Yachts sailing towards the harbour mouth.*

tended that they were more worthy of becoming an annual affair than the horse races because more people enjoyed and got benefit from them.

In the following year the Halifax Yacht Club was organized to this end, under the patronage of the Admiral and the Lieutenant Governor for the time being; and a strong committee comprising representatives of the Town and all branches of the Imperial forces was set up to manage the Club and to appoint a committee to manage the regattas. The regatta of that year was a huge success; and the enthusiasm of both spectators and participants gave promise that whether a regatta could be held annually or not aquatic

sports would become a permanent feature of Halifax social life. The scene at the Dockyard, says the *Novascotian*, "was of the most animated description. Crowds of all classes and colours, upper, middle and lower, white, red and black, enjoyed the beautiful weather and the sports of the day." The only criticism which the editor made was of the prizes offered in the various classes. He thought that the most valuable prizes should have gone to the fishermen's class for "the encouragement of the fisherman and mechanic to increased efforts in the arts and exercises by which they earn their bread and which are so intimately interwoven with the prosperity of the country;" and that



*View of down town Halifax showing George Street with the roof of Province House in the foreground and the City Hall in the background.*

"a wreath, a ring, or any other favour, bestowed by a fair hand amidst the assembled spectators would be enough [for gentlemen amateurs] and would provoke a rivalry more intense than money can do."

As predicted the regattas have retained their popularity and have been credited with that marked improvement in both fishing craft and pleasure yachts which culminated in the combined perfections of the *Bluenose* of glorious memory. The Halifax Yacht Club too after many vicissitudes still exists though under another name. It was incorporated in 1860, obtained permission to use the name Royal in 1861 and to fly the blue ensign in 1862. In the 1880's it was merged in the Royal Nova Scotia Yacht Squadron which still treasures the traditions of its founders and regards itself as one of the few unbroken links between two centuries of aquatic sports.

#### The Theatre

For entertainment as distinct from sports or private parties and public balls, prior to the 1840's, Haligonians had to rely chiefly upon theatrical performances of visiting British and American players or local amateurs from the garrison; but from then onwards these performances were supplemented by visiting musicians, magicians and lecturers on such subjects as phrenology, mesmerism and whatnot.

The following "lament" of the *Morning Post*, in August 1843, will illustrate the contemporary desire for entertainment and the means of gratifying it. "The city is characterized now by a very dearth of amusements. The Theatre has been closed the last eighteen months; Public Concerts have given up the ghost; we haven't a museum worth looking at, the races are over; there is not a circus or juggler or an 'invincible ass' in town (the last having recently departed); the Mormon Preacher don't make any noise worth listening to; a trip to Dartmouth is a stale affair, very; and even mesmerism is on the wing, for Dr. Collyer goes back to St. John this morning. What are we going to do for amusement? Who'll get up a pig-race on the common? Where's that street minstrel

with the contralto voice gone to? Who'll send us a challenge? Who'll be manager of a picnic? Who'll grind a hand organ? Who'll get up a fight?"

It is not without significance that the Theatre is noted first in this facetious list of entertainment: for, while Halifax has had theatrical performances from the beginning, it has had a theatre, as distinct from a building used temporarily for theatrical performances, ever since 1789; and, broadly speaking, each generation has built or remodelled a new one. Three years after Mr. Crosskill wrote, its third theatre, The Theatre Royal, was opened on Spring Garden Road at Queen Street. It was remodelled and renamed Sothorn's Lyceum in the late 1850's, and was the theatrical centre for another decade. Between 1868 and 1877 most public entertainments were held in the old Temperance Hall, remodelled for the purpose and later known as the Lyceum. In 1877 the Academy of Music on Barrington Street at Spring Garden Road opened its doors to the public; and continued to serve as a theatrical and musical centre, until moving pictures supplanted the legitimate theatre, and it was replaced by the Capitol Theatre of today.

Moreover, in all these theatres and in each generation, Haligonians were wont to see and to appreciate critically performances of the best Elizabethan and Restoration plays, along with others of minor note and passing interest, including "a Melo Drama by a Native" in 1833. The theatre, therefore, provides a continuous reflection of one form of entertainment known to Halifax throughout the two centuries of its history.

#### Music

From their earliest days Haligonians had an opportunity to hear good music also, through the bands of the various Imperial regiments; and, from 1840 onwards, many individual musicians or musical companies visited Halifax. Some of these visiting musicians came to stay and, in cooperation with members of regimental bands, to organize and develop local talent. Thus the St. Luke family, which arrived in 1842,



organized the Harmonic Society, which trained a whole generation of singers before giving place to the Philharmonic Society of the 1860's and 1870's, which in turn gave place to the Orpheus Club in 1882. With the formation of the Halifax Conservatory of Music in 1887, which from the first drew to its faculty expert teachers of both vocal and instrumental music, music loving Haligonians were able to form a symphonic orchestra of their own by the turn of the century, and to give Halifax a reputation as one of the best musical centres in Canada.

#### Arts

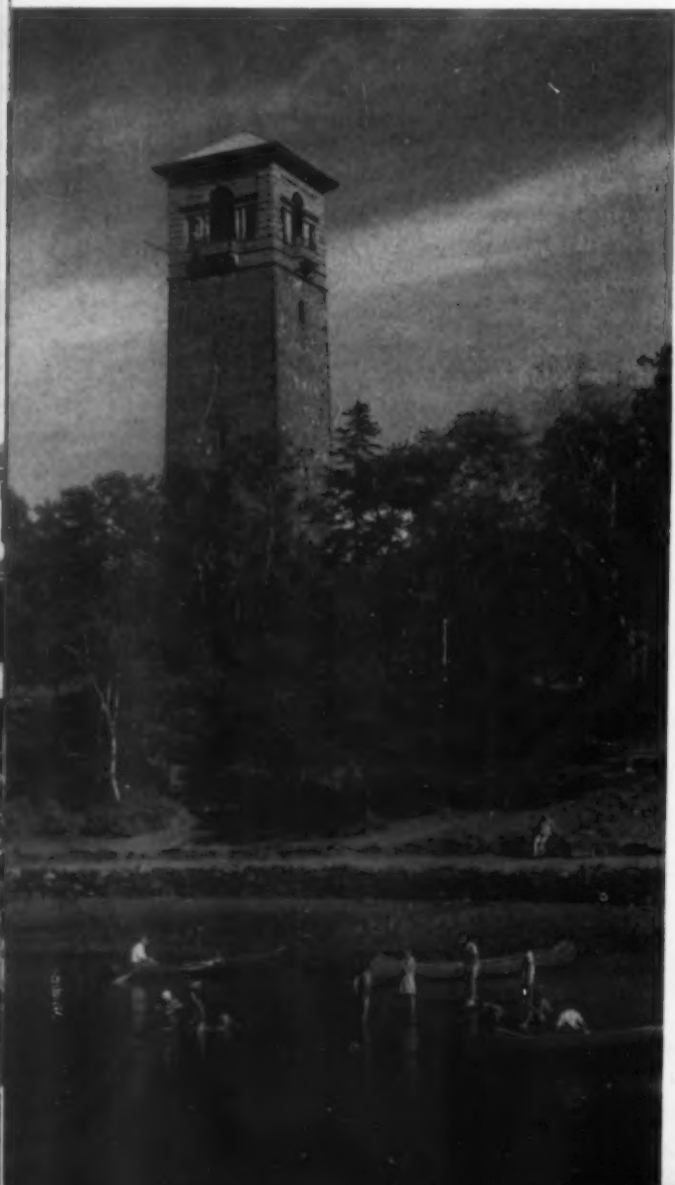
Though Halifax attracted visiting artists from 1759 onwards, had a temporary school

of painting in the early 1830's, held a number of impressive exhibitions of pictures between 1830 and 1848, and produced one native artist who was elected to the Royal Academy in 1832, and another who has preserved for all time nearly 100 wild flowers of Nova Scotia, it was not until the last quarter of the nineteenth century that a permanent school of art was established for the continuous development of local talent.

#### Trade and Industry

Little need be said in comparison of the two centuries in trade and industry, or means of transportation and communication. As the first telegraph pole was erected in Halifax during the centennial celebration, and the telephone and radio were subsequent inventions, each separated from its predecessor by a generation, it is obvious that the balance of communication is heavier on the side of the second century. The same is true of means of transportation: railway, tramway, automobile or aeroplane; but in adopting all these improvements Haligonians have been anxious to keep pace with, if not to lead, their contemporaries.

In regard to the volume of trade and the variety of industry, the factor of population alone would have favoured the second century; but there were other factors tending in the same direction. Until the Huskisson Acts of 1825, Nova Scotia was greatly restricted as to legitimate markets, and almost entirely prohibited from developing manufactures, by the Old Colonial System. Consequently, though Halifax had its breweries from the beginning, a tobacco factory, a chocolate factory, and a paper mill early in the nineteenth century, it was not until the second quarter of that century that it began to set up any of the numerous industries and financial institutions that flourished in the post-centennial era. At the same time, though Halifax merchants had made heroic efforts to supply markets in the West Indies, between 1783 and 1830, when the merchants of the United States were excluded from them, their great days in that trade were in the second half of the nineteenth century.







*Barrington Street today, looking south with the Capitol Theatre and the spire of St. Matthew's Church in the left distance.*

Courtesy P.A.N.S

None the less the Bicentennial Orator cannot give all credit justly to the citizens of Halifax since 1849 for its progress during the past century: for it was those who were born at the turn of the nineteenth century and were active in the 1830's, who won for their descendants both political and economic freedom, started them on the steep ascent to social and cultural eminence, and inspired them with that faith in themselves which could not stop short of achievement. Moreover, it was the fortitude shown by their ancestors in the cholera epidemic of 1834 which helped their descendants to bear up under the devastating explosion of 1917; and taught both generations to regard such costly visitations as part of the price of living on one of the great ice-free harbours of the world.

*The Halifax Hotel at the end of the nineteenth century.*





*His Highness the Emir of Kano, Northern Nigeria*



## ***Kano in Hausaland***

by E. O. HOPPÉ

Photographs by the author

**F**ROM THE SANDY, fertile plains of Hausaland, which stretches from Lake Chad to the River Niger, rises Kano in Northern Nigeria, red-walled city of Muslim Emirs. Already a place of importance early in the fifteenth century it was famous as a centre of Islamic culture by the middle of the seventeenth century, rivalled only by Timbaktu as seat of Mohammedan learning.

In past history the Hausa, a race of highly intelligent negroes, occupied the whole of this territory with the exception of certain parts of the Bauchi plateau. Believed to number some fifteen millions today, they inhabit half a million square miles in the western Sudan. It is not known where they

originally came from. According to their own tradition their ancestors took part in tribal movements which originated in the east of Africa as a consequence of the westward conquests of Islam under the first three Caliphs, soon after Mohammed's death. However, the fact is established that their culture and civilization in the remote past were of a high order, and that the seven states which their rulers founded were well administered and became known as Hausaland. Their Mohammedanism dates from the fourteenth century but after their conquest by the Fulani it became more general, though the Hausas retained some of their pagan beliefs and superstitions.



*The traffic policeman on point duty. His duties are concerned mainly with the direction of trains of camels and donkeys, horsemen, and an occasional motor car.*



The word 'Hausa' refers to the country as well as to the people who live there and to the language which they speak. This language belongs to the Hamitic group and is the medium of intercourse between many different races. It has become the lingua franca over practically the whole of West Africa and the Central and West Sudan.

Though possessing a strong mixture of Arab and Fulani blood the Hausas depart from the physiognomy of the latter. For one thing their skin is darker, their hair more curly, and their noses broader. They differ in appearance from other West African tribes and are superior to them in physical development, although generally shorter in stature. The hair is not so frizzly or woolly, the lips not so thick and the nose not so flat as are those of most negro tribes. Altogether they represent a very superior negro type. They are essentially a nation of traders,

*Kano post office*



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*The Chief of the Market in Kano leaves his house, accompanied by three policemen, to go on his daily round.*



*The natives dye all their materials with locally grown indigo. The dyeing is done out of doors and the cloth is left for several days in deep pits of dye to acquire different shades of blue.*

highly intelligent, industrious and enterprising. In Kano practically all the inhabitants are engaged in one trade or another and they excel in fine craftsmanship.

Since the early years of the nineteenth century the Fulani, or Fulbe as they are sometimes called, have formed the ruling class. They are not negroes but a pure type and resemble the Tuaregs in several respects. In appearance they are distinct from the Hausa and from other Nigerian types. They are much lighter in colour, their heads are oval-shaped and their features regular, their noses are narrow, and their long, black hair grows straight or in ringlets.

There is some controversy regarding their origin but it may be assumed that they were originally part of the great Moslemic wave which spread over the western Sahara towards Lake Chad and the banks of the Niger at the end of the seventh century. They came as peaceful herders of cattle and fused with the surrounding negro element, propagating Islam, overthrowing native

states and founding new kingdoms. They were a stern people and treated their subject races as serfs. As of old, they follow pastoral pursuits, wandering with large herds of cattle over the country, shifting with the seasons. Many, however, are settled in towns and have become successful merchants and craftsmen. Like the Hausa the Fulani possess a high degree of intelligence, diplomacy and shrewdness.

Kano is enclosed by a circuit of twelve miles of red mud walls thirty to forty feet high, crowned by massive entrance towers and pierced by fifteen gates which are nightly closed and through which no strangers are ever admitted after sunset hours. A deep moat—a formidable obstacle to attacking foes, but now overgrown and partly filled up with adobe debris—encircles the walls, which are in a bad state of disrepair. Beyond the city walls lie the European quarters with a population of some 400 people, the British Residency, military barracks, the hospital, banks, an hotel and rest-house, an airport,

*In the open-air beauty parlour the customer sits on a stool and leans against a tree. Her face will probably be made up with antimony instead of powder.*



*Below:—Outside the red mud wall which encircles Kano. Camels and goats gather before the adobe buildings.*



the railway terminus, and a few private residences.

House building in Kano is not an elaborate or costly matter. Until very recently the bricks which were required were conveniently at hand on whatever site an edifice was projected. They were made from the red clay soil which was dug out on the spot, watered, moulded by hand into conical heaps and then packed with straw and baked hard in the sun. The same soil provided the mortar by the simple method of its being trampled into a wet, muddy mass. In course of time this indiscriminate burrowing gave the town a pock-marked appearance and resulted in a multitude of stagnant puddles and pools which were breeding grounds for mosquitoes. Building methods have not altered but the soil which is required for brick-making must now only be excavated from certain specified areas, and the pits are being gradually filled in.

Architecturally the houses conform to a pattern. They are all built of adobe, seldom more than one storey high, flat-roofed and surrounded by a courtyard or placed in compounds. Only the large complex of the public buildings, with the offices of the Native Administration, are constructed of concrete, but in accordance with the traditional style. The façades of some of the residences belonging to wealthy merchants, the Post Office and a few of the municipal buildings are decorated with attractive designs etched into the wet mud.

Kano is the centre of a particular kind of cloth manufacture which, according to references in ancient documents, has been carried on for more than one thousand years. It consists of a rough-grained, gauzy cloth, woven on handlooms in narrow strips, from cotton grown in the district. Most of this cloth is dyed with locally grown indigo, in deep pits, where it is left for several days, acquiring varying shades of blue. The dyeing process is the monopoly of certain families as an hereditary craft. Another traditional household industry is the production of tooled and embroidered leather goods. Besides the manufacture of cotton and

leather Kano is an important trading centre for cowhides and goat-skins, silk, ground-nuts and kola-nuts which are chewed by every native as a stimulant. The city teems with life. Trains of swaying camels, asses of diminutive size carrying heavy loads of peanuts which form the country's staple product, messengers on horseback, cyclists, the ends of their voluminous robes tucked away in their wide belts, an occasional motor-car, pedestrians balancing an incredible variety of objects on their heads, surge through the narrow, winding streets in a perpetual stream converging towards the central market. The background is a chorus of deafening sounds, the bleating of goats, the baaing of sheep, the cackling of hens, the yelping of mangy dogs, the shrieking of half-naked children.

As one of the termini of the great trade route which leads from Tripoli via Ghadames to the Niger basin, the town derived immense benefit from the overland traffic and became in its early history the "exchange" for the products that came by caravans across the Sahara and by slave gangs from inland Africa. Kano is now connected by railway with the coast at Lagos but it is still a very important trading centre for a large district of Hausaland. The town attracts goods and buyers from many parts of northern West Africa and it is, indeed, not unusual to find that stallholders and other traders number six thousand and more on a single day, and that the large crowds that attend the central market exceed twenty thousand.

The market covers over fifteen acres and contains many hundreds of frontless adobe stalls where the varied trades and handicrafts are carried on. The stalls are let at fixed monthly rentals, and are arranged in blocks and sections where each trade has its own quarter. Here one can buy, and sell, everything. Jewellery and trinkets in hammered silver, bowls and casks in copper and brass, the locally used broad, triangular stirrups, decorated pottery and Birmingham tin-ware, peculiarly shaped and ornamented jebira-purses and bodybelts of tooled and em-





*Hausa hunters stalking deer. They simulate the appearance of hornbill birds, and in this disguise are able to approach close to their prey.*

broidered leather, sandals, gaily coloured woven baskets and finely plaited mats, dyed sheep wool, ivory tusks and calabash cups, spices and tea, salt, mineral water and highly coloured lemonades, sweets and chocolates, fruits of all sorts, cornmeal and other cereals, kola-nuts and ground-nuts, meat and live chickens. In open-air beauty parlours, sellers of cosmetics and make-up specialists powder and rouge dusky faces or sprinkle a drop or two of scent behind the customers' ears. Herb-doctors expose their various "remedies" and charms—restoratives, ointments, sedatives, love-philtres and bleached skulls of birds or small animals which are credited with curative powers.

The lanes between the stalls are overflowing with a jostling, good-humoured crowd which collects even more densely around the stalls of the many tailors whose hand sewing-machines are kept busy all day

long making into garments the strips of cloth which their waiting customers have purchased from the cloth merchants. For a shilling or two they will sew you a shirt, and five shillings (about a dollar and a quarter) will pay for a burnous, the loose voluminous robe which is the Hausaman's standard dress.

One of the city walls is the resort of the storytellers, those wandering minstrels of the African continent. Their recitals of tales of love and adventure are eagerly listened to by attentive audiences crouched round them.

Close by is situated Kano's modern water supply—a series of upright and unadorned lead pipes rising from concrete troughs. Although not so picturesque as were the ancient wells, this spot is equally popular as the place for town gossip and laughter.

The West African is an inveterate smoker and the sale of cigarettes in the market reaches enormous figures. It is not unusual



*A high dignitary, dressed in white robes, showing great interest in a small magazine which has just been handed to him by the palace official beside him. These magazines are very popular at the court.*

*Modern Hausa youths are very fond of sweet-smelling perfume. For a fraction of a penny this one buys a few drops of his favourite essence at the bazaar.*



for inferior brands of doubtful manufacture to be sold in cartons bearing well-known labels. It is a trick which has been exposed many times, but it is hard to suppress, although the chief-of-the-market makes frequent tours of inspection.

There is a curious Arabian Nights' atmosphere—a kaleidoscope of figures which temporarily blunts reality. Tuaregs in sombre blue burnouses, their head-veils drawn over mouth and nostrils, are closely followed by dark-skinned Bellates, their retainers and servants. Known as the "People of the Veil" these slim and slender nomads of the desert are said never to take off their deep blue veils, not even when asleep. They are a typical Berber race, fierce, proud and independent. Their reputation is not of the best and other Sudanese tribes mistrust them.

Hausas, in flowing robes reaching to the knees and wearing turbans or straw-plaited caps, contrast strangely with the Fulani herdsman who wears an enormous cart-wheel-hat which he will lay aside when he has become affluent; haughty Moors of Arabic and Berber stock, black Sudanese, Syrians—all sauntering, intermingling, weaving a continuously shifting pattern.

Kano and the vast territory stretching eastwards towards Lake Chad and including the province of Bornu became a British Protectorate about half a century ago. It is the seat of an Emir who governs under British authority by an efficient administration ruling through native chiefs who have jurisdiction over the affairs of their own

districts. The administration is very successful and many modern innovations have been introduced by the present Emir, such as electric light and telephone systems. Roads now traverse the town. Native policemen are on point duty, directing the traffic which consists, in the main, of trains of camels and donkeys bringing produce from the country districts, now and again a lorry loaded high with gunny sacks containing ground-nuts, an occasional modern car taking, perhaps, a British official to the Emir's palace, or a government messenger mounted on a gaily caparisoned horse.

The Emir keeps a bodyguard of magnificent horsemen. To be privileged to watch the equestrian displays which are given on ceremonial occasions, or when the Emir wishes to honour a guest, affords a thrilling spectacle. Clad in all the panoply of mediaeval splendour, horses and riders alike wearing coats of chain and quilted armour, truly astonishing feats of horsemanship are performed. The culmination is a breathtaking charge at full gallop towards the spectators, riders shouting and brandishing their weapons, suddenly throwing back the horses upon their haunches when only a few feet in front of the crowd. This is effected by violent jerks given to cruelly spiked bits in the animals' mouths, the acute pain causing them to rear up.

Some of the coats and helmets are said to be genuine accoutrements taken from the Crusaders and brought to Africa by early Muslim traders.



## EDITOR'S NOTE-BOOK

D. C. Harvey, M.A., LL.D., F.R.S.C., was born in Prince Edward Island and educated at Prince of Wales College, Charlottetown, and Dalhousie and Oxford Universities. He followed an academic career from 1913 to 1931 at McGill University, Wesley College and the Universities of Manitoba and British Columbia. In 1931 he returned to the Maritime Provinces as Archivist for Nova Scotia and special lecturer in Canadian History at Dalhousie University. Dr. Harvey is a member of the Historic Sites and Monuments Board of Canada. He has published several books and has contributed numerous historical articles and essays to well known periodicals.

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E. O. Hoppé was born in Germany, educated in Paris and Vienna, and lives in England. He developed a great interest in photography at an early age and has devoted much of his life to the subject. He pursued experimental work and revolutionary methods in the conviction that photography should be recognized as an art medium—a conviction vindicated by time. Many of Mr. Hoppé's photographs have been acquired by national art galleries and museums. Mr. Hoppé's interests have led him to many parts of the world and he has visited most of the lesser-known countries, recording his experiences in travel books illustrated by his photographs.

**SPECIAL NOTICE**

Owing to increased production costs it has been necessary to raise membership dues in The Canadian Geographical Society to \$4 a year. This rate (in Canadian currency) which goes into effect on January 1, 1949, applies to all countries.

Albert Potvin was educated in Edmonton and served for a time in the Alberta Forest Service. He is now with the Dominion Forest Service of the Department of Mines and Resources. As an avocation Mr. Potvin writes on natural history subjects.

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## AMONGST THE NEW BOOKS

**The Land of France**

by Ralph Dutton and Lord Holden

(Clarke, Irwin &amp; Co., Toronto, \$3.75)

Batsford of London published the first edition of *The Land of France* in the summer months just before the outbreak of the second world war, a most unpropitious moment for the appearance of a book designed to encourage continental travel. Now, seven years later, when it is once more possible to plan a tour of France, comes this new revised edition which has everything to meet the needs of the most discriminating tourist. Not a guide-book in the ordinary sense of the word, it has been rather likened to an eighteenth century book of travels. The authors have an intimate knowledge and love of France and have a particular gift of describing the endless variety of her scenery and the life of town and countryside. Each region has its own strong individuality, its connections with historic personages and events, its art and architecture, not forgetting its special foods and wines, all of which make a journey through France a series of enchanting adventures.

The question naturally arises as to how they have dealt with the tragic changes wrought by the war on the well-known cities, seaports, chateaux, cathedrals. It was decided that the pre-war nature of the book should be retained, but in order that readers might know the present condition of the monuments, the melancholy story of damage and destruction is added in the form of foot-notes. In the preface, the authors briefly describe the incidence of war on the various areas of France in the same order that the districts appear in the book.

Another Francophile, Raymond Mortimer of the *New Statesman and Nation*, has contributed an eloquent Foreword reflecting his joy at the ending of "the Franceless years" and his keen appreciation of the work of his two friends. He pays a moving tribute to the suffering and courage of the French people during the Occupation, and recounts some stories of cruelty and gallantry that came under his own observation which it is well we should remember. After a tour of the many ruined places he yet strikes a hopeful note by reminding us that while much that was lovely and irreplaceable has gone, the supreme glories are all but intact: Paris herself, with Versailles and Compiègne; the cathedrals of Autun, Chartres, Beauvais, Amiens, Troyes and Le Mans; the centres of Dijon, Nîmes, Avignon, Nancy and "most beautiful in my eyes of



all French cities—Aix-en-Provence." He adds that none of the masterpieces in the French museums had been either damaged or looted; all are complete and unharmed, thanks both to the tireless ingenuity of their curators and the care taken by allied airmen who had been told the location of the various treasures. "We can, therefore, look forward to seeing again the greater number of the buildings and all the pictures that express the genius of the French, their logic and their imagination, their refinement and their piety."

The eighty magnificent photographs which illustrate the text, the excellent end-paper maps and the index of place names add greatly to the profit and pleasure of the reader.

F. E. FORSEY

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### **Laurentian Heritage**

by Corinne R. Rouleau

(Longmans, Green & Co., Toronto, 90c)

This is in many respects a charming little book. It gives a good picture of life in rural Quebec, one and two generations ago, and it is evident that it was a fine way of living, one that we must all regret if it is to be lost. The author tells her stories with relish and good humour, whether they be amusing, macabre, or, as some of them are, sad.

It is the discovery that this book is offered for use "by lower school students in secondary schools" that is somewhat disquieting. We learn on page 174 that the author "was born and resided until recently in the United States" and assume, from the information given in the foreword, that she originally wrote the book in French and undertook its translation into English herself. Mr. Langford, who wrote the foreword, goes on to say "The exactness of diction and the fluency of style make the book well suited for classroom reading and study".

More than once we find Mrs. Rouleau saying "back of" for "behind"; she splits her infinitives with vigour as on page 16, "to further keep out the cold"; she says "developed on" for "devolved upon" (page 20). Are these samples of the "exactness of diction"? On page 6, she achieves the triumph of a sentence with 92 words in it! Is this "fluency of style"? On pages 66 and 67 we find a paragraph of 48 lines, and there are many others nearly as bad.

It may be that these are mere technical imperfections, of no importance. Perhaps the contents of the book are of more consequence than the mechanics of presentation. If this is so, well enough, but I still feel that a book offered for study in the schools should be written in good English.

DOUGLAS LEECHMAN

\* \* \*

### **When The Steel Went Through**

by P. Turner Bone

(Macmillan, Toronto, \$3.00)

The author left Scotland for Canada in 1882 and engaged in railway construction engineering almost

immediately on his arrival. He was intimately connected with the building of the C.P.R., especially in the prairies and the mountain division. Here are his memories of those eventful days, memories clear and accurate after more than sixty years, for names and dates appear on page after page, and many an old timer will grin with pleasure and recognition as he reads.

Turner Bone was one of the few men able to write such a book as this, and one can but regret that he should never have seen his work in print. Such first hand accounts are all too rare and their value can not well be over-estimated. The building of the Canadian Pacific Railway was an event of first importance, not only to Canada, but to the civilized world as a whole and in these pages we relive the dangers and pains which accompanied its conception and bringing forth.

The photographs are, too, of great interest and very few of them will be familiar. Their historical value is undoubted.

DOUGLAS LEECHMAN

\* \* \*

### **Canada Moves North**

by Richard Finnie

(Macmillan, Toronto, \$3.00)

The title page refers to this book as a "Revised Edition" of the original, which appeared in 1942. No revision has been attempted however as far as the text is concerned but a postscript of eleven pages has been added, devoted largely to the effect of the war on the northwestern part of Canada, the building of the Alaska Highway, the Canol road, and recent post-war activities such as Exercise Musk-Ox.

Otherwise the changes are practically nil. The photographs have been re-arranged slightly, but none have been added. The index has not been revised to include the material in the Postscript, nor has the list of books in the "Background Reading" been brought up to date.

DOUGLAS LEECHMAN

## **ANNUAL MEETING**

### **The Canadian Geographical Society**

The Society will hold its twentieth Annual General Meeting in the Lecture Hall, National Museum of Canada, Ottawa, on Friday, February 25, 1949, at 8.30 p.m.

**The Ways of Fishes**

by Leonard P. Schultz with Edith M. Stern  
(D. Van Nostrand Company (Canada) Ltd.,  
Toronto, \$5.00)

Dr. Schultz, who is Curator of Fishes in the Smithsonian Institution, United States National Museum, Washington, D.C., and one of the greatest living authorities on marine life, has written a delightful and unique book about fishes because "he wanted to share with others who are not ichthyologists, at least a little of the enjoyment he and his colleagues get out of knowing the bizarre, astonishing and manifold ways of their favorite animals". In this the authors have succeeded so astonishingly well that even that average person who, before he read the book "saw fishes as little more than silent, uninteresting, glassy-eyed, cold-blooded, swimming creatures having scales and many small bones—and about as much personality as turnips" simply cannot help becoming interested and, as the reviewer did, immediately acquiring an aquarium.

*The Ways of Fishes* is not a manual on the fishes of the world but, as the title suggests, an account of the strange and curious habits and behaviour of some most interesting and unusual fishes and, because to Dr. Schultz "fishes are the most fascinating and remarkable form of animal life in the world" he has no difficulty in holding his reader's attention. Beginning with a chapter on migration, he tells the epic life history of the mysterious eel which for centuries, from Aristotle down through the years, has puzzled laymen and scientists alike. In other chapters he tells about the locomotion, hibernation and estivation of fishes, about fighting fishes and about males that incubate, about electricity and luminescence in fishes, about nest-building fishes, about fishes suitable for a home aquarium and how to look after them, and about a great many other things.

Finally, in an appendix, he gives the classification of recent and fossil fishes, together with a general index and an index of scientific names. The book is illustrated with 80 excellent drawings and is, altogether, as fascinating a book as I have read for a long time.

A. E. PORSILD.

\* \* \*

**Animals Alive**

by Austin H. Clark

(D. Van Nostrand Company (Canada) Ltd.,  
Toronto, \$5.00)

In *Animals Alive*, Dr. Austin H. Clark, who is curator of echinoderms in the Smithsonian Institution at Washington, has attempted what, in this age of specialization, would seem an impossible task, namely to cover in a single volume the entire animal kingdom. The result, however, fully justifies the great amount of labour which must have gone into its production, for the book, as correctly described on the jacket, is a "wise, rich and stimulating book covering the whole field of the earth's animals in their relation to each other and to man" at the same time, easily "one of the most provocative, interesting and authoritative of recent books on nature".

Rather than attempting to enumerate and describe representative examples of the incredible number of different animal species known (in insects alone 750,000) Dr. Clark has chosen the more interesting approach of dealing with animal life from the ecological point of view, by grouping animals according to their habitat, environment, and biotic interrelation. Thus, in Part I, entitled "Man and the Animal World", is outlined the background of animal life, followed by a discussion of man and his mastery of the animal world, his domestic animals, his animal enemies and parasites, internal and otherwise, and finally and most appropriately and entertainingly, the part animals play as food for man. In three subsequent parts are described some of the more important and interesting of the numerous strange and varied animals which inhabit land, fresh water and the sea.

For greater ease of reading Dr. Clark, throughout the text, has omitted scientific names as well as highly technical language, but a general index is provided in which popular names are given opposite their scientific equivalents. In an appendix is given the scientific classification of all known groups of recent and extinct animals, from man to protozoans. The volume is richly illustrated with excellent line drawings.

*Animals Alive* is the second of a series of remarkable and important books in various fields of Natural History "designed for the entertainment and information of the general reader". To ensure that the series will be on the highest possible level of authority the publishers have been fortunate enough to secure selected authors from that distinguished group of scientists who comprise the staff of the Smithsonian Institution of Washington, D.C. The Van Nostrand Company is to be congratulated on having secured such outstanding collaborators and upon the production of what promises to be a most remarkable series of books.

A. E. PORSILD.

\* \* \*

**And All Your Beauty**

by William R. Watson

(Macmillan, Toronto, \$3.50)

On the jacket it says: "A conversational portrait of Canada based on a trailer trip made by a daring and delightful young couple and their dog". That's all true enough, but for my money I'd rather have more of the trailer trip, more of the daring and delightful young couple, and, yes, more of the dog, and a great deal less of the conversational portrait.

The fact of the matter is that the author has attempted a difficult feat in writing and, I am afraid, has—well, let us say, not quite pulled it off. In the first place the book is too long, even for a long trip. It contains about 150,000 words and one grows tired of it. Secondly, the various people encountered on the trail are all so incredibly learned that they are just simply and completely unconvincing. Never did anybody but a statistician, book in hand, succeed in quoting facts, figures, and files, with such readiness, such

enthusiasm, such omniscience. One grows tired of that too.

Some of the pictures are good, but most of us have seen many of them before. Few, apparently, were taken by the author or his wife, except those of the dog. A good many are so reduced in size as to be rather pointless, and their arrangement on the page is not always pleasing.

There is no index, but that is to be expected after all, for an adequate index would be almost as long as the book itself. It's just full of facts, but you can't remember one per cent of them. Yet, somehow, it really is an interesting book, and the young couple are both daring and delightful, and they and Keltie would be very welcome almost anywhere.

DOUGLAS LEECHMAN

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### **Iceland, New World Outpost**

by Agnes Rothery

(Macmillans of Canada, Toronto, \$4.50)

What would not the British and American troops who garrisoned Iceland during the war have given for a copy of this book! For the most part they have felt themselves exiles in a remote and rugged land, with few opportunities to explore its unique attractions and acquaint themselves with its heroic history. Yet, as Miss Rothery says, there are an amazing number of bookstores in Iceland, and one can imagine how eagerly they would read the books and magazines

which have appeared in increasing volume ever since James Bryce, Sir Richard Burton and William Morris wrote of their travels in the seventies. Icelanders, and their descendants in other countries, have written brilliantly of their geography and history, their language and literature, and have given to the world some very distinguished novels. Twenty-four Icelandic authors are listed in the bibliography at the end of the book, and in her chapter Books and Bookstores, Miss Rothery has brief illuminating sketches of some of the outstanding writers and their works, among them Halldor Laxness, Gunnar Gunnarsson, and Christin Gudmundsson, whose novels have fortunately been admirably translated. Gudmur Kamban's historical novel *I See a Wondrous Land*, she considers a *tour de force*. "While the current of the story flows between Iceland and Greenland and occasionally touches upon the shores of Norway, its greatest waves break upon the shores of the New World—the Wondrous Land. Erik the Red and Leif the Lucky, Herjolfsson, Karlsefni and Gudleif, who have been mere names to most of us, spring forth in shining personalities traversing the uncharted Atlantic in their dragon-prowed wooden vessels, discovering Labrador, Newfoundland, Vinland, Maine, the Hudson River and Virginia, and sailing away from them, returning to them, starting their colonies, fighting, feasting, dying, building, buying, bartering and always sailing, sailing, sailing." She adds that the novel is a fairly recent branch of Icelandic

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literature, but the telling of stories is as old as the sagas. Some of the best of these have been gathered into a volume, *Icelandic Poems and Stories*, by Richard Beck, a naturalized Iclander. "These admirably translated vignettes not only depict with utmost fidelity the physical land, its terrain and seasons, but, with compassion, humour and irony, they reveal the Icelandic temperament with its simplicities and complexities."

Throughout the book the author takes a sympathetic delight in the people, so proud of the unbroken continuity of their language and literature, so advanced in their laws and social organizations and their splendid educational system, so happily conscious of the unique beauty and glorious traditions of their country. Everywhere she journeyed (and she went everywhere and saw everything) the buses seemed always to be filled with holiday crowds going to see the "sights" of Iceland—Hekla, the largest and liveliest of volcanoes, the various hot springs, the Great Geysir and the wildly magnificent waterfalls, gorgeous caves, and lakes of incredible loveliness. No one seemed to find the way too rough, though it often led up and down rocky gorges and through swiftly flowing rivers where sure-footed ponies were the safest means of transportation. All was good nature and jollity, usually enlivened by singing, and no matter how remote the region there was always good food and delicious coffee at each

stopping place. According to Miss Rothery, Icelanders do themselves well in the matter of food, growing many fruits and vegetables in hothouses heated by the hot springs, though their own gardens and farms furnish a surprising number of the basic foods.

Chapters of surpassing interest describe the topography of this geologically-young country, the intensive agriculture; the wild life, and the fisheries which are the chief source of Iceland's wealth; the remarkable co-operatives; the extremely variable climate, surprisingly mild because of the Gulf Stream, so that the harbours never freeze over; the development of the arts and crafts, generously encouraged by the State; the architecture with its limitation of materials for building and the ever-present danger of earthquakes, yet developing graces and attributes peculiar to Iceland; the universal love of flowers, and parks and playgrounds and swimming pools in this paradise for children. And there are trees too in this windswept land, contrary to popular misconception. There are about two hundred and fifty acres of birch forests in the lowlands and on the sides of the mountains. Even in Reykjavik there are numbers growing in sheltered places around the houses, in the enclosed courts of public buildings and in the parks. Evergreens—hemlocks and spruces—thirty feet high may be seen in some gardens and occasionally a Siberian larch and other conifers. The Department of Forestry is protecting the copses and has four nurseries where they are experimenting in the cultivation of trees imported from the Rocky Mountains and northern Russia.

Miss Rothery not only captures for her readers the austere beauty of this seagirt land, but gives one a vivid realization of its history, with moving biographies of the heroic men who first colonized its shores and established the far-famed Althing at Thingvellir, as well as of those who through the long years of foreign domination and natural catastrophes fought for its independence. She earns our gratitude for her elucidation of the ancient Icelandic literary forms, the skalds, the sagas and the Eddas and the Heimkringla.

Reykjavik and Akureyri, the two chief cities, have most stirring chapters to themselves and one hears incidentally of other ports and hamlets of rising importance in the economic life of the country. Some are, like Reykjavik, heated by water piped from the surrounding hot springs, others derive valuable water-power from the numerous rushing waterfalls.

If Miss Rothery has won a host of readers by her charming travel books, particularly the four volumes on the Scandinavian countries, she will certainly gain many more by this rarely interesting book on Iceland. A selection of excellent photographs, a brief chronological outline of Icelandic history, a bibliography and an index are valuable adjuncts.

F. E. FORSEY

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